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# The Hongkong Telegraph.

FOUNDED 1861  
No. 21,869

六拜禮 號五十八月八年英港香 SATURDAY, AUGUST 15, 1925. 日六十二月六

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### SHARE DEALING.

#### COMMISSION OF ENQUIRY APPOINTED.

##### H.E.'s Proclamation.

The latest proclamation by His  
Excellency the Governor, contained  
in the Government Gazette, circulated  
to-day, deals with the appoint-  
ment of a Commission of Enquiry  
to report as to the arrangements at  
present existing in Hongkong for  
dealing in stocks and the shares of  
public companies.

The Proclamation, after reciting  
the usual formal paragraphs, goes  
on to say that "the Governor-in-  
Council has deemed it advisable  
that an enquiry should be instituted,  
made and conducted as to the  
arrangements at present existing in  
Hongkong for dealing in stocks and  
shares."

The following are appointed as  
members of the Commission.—The  
Hon. Sir Claud Severn, the Hon. Mr.  
R. H. Kewell, Mr. A. H. Barlow,  
Mr. D. G. M. Bernard, Mr. L. E.  
Hopkins, Mr. R. P. Mattingly, Mr.  
E. M. Raymond and Mr. P. Tester.

Sir Claud Severn is appointed  
Chairman of the Commission and  
Mr. W. J. Carrie is appointed as  
Secretary.

The Proclamation concludes that  
the Commissioners are required to  
report their findings and recommen-  
dations at as early a date as  
possible.

### TIENTSIN STUDENTS.

#### MUST GIVE UP AGITATION.

Tientsin, Aug. 14.

The Chinese police have decided  
to release all the workers arrested  
recently, provided they obtain shop  
guarantees to return to work and  
not to have anything to do with  
further strikes or disturbances.

All the students are not yet re-  
leased. The police are demanding  
that those from out of town return  
to their homes. Those having homes  
here are being held until they  
obtain a guarantee that they will  
not again interfere with workers,  
and remain in their homes until the  
schools recommence. They also  
must agree to resign from the  
Students' Union. The situation is  
now very quiet.—*Reuter.*

### MONDAY'S LECTURE.

#### AN INTERESTING SUBJECT.

We have to-day received the fol-  
lowing from the Hon. Mr. P. H.  
Holyoak:

"In view of the importance of the  
subject and its vital interest to this  
Colony and all British trade both  
here and in South China, I venture  
to remind your readers of the  
address to be delivered by Mr.  
Hellstrom, at the Theatre Royal  
(City Hall), at 5.15 p.m., on  
Monday.

"I have had the privilege of  
reading Mr. Hellstrom's manuscript  
notes and have no hesitation in  
saying that the matter contained in  
them should be heard by all in-  
terested in this subject and the  
present crisis, including all Chinese  
who are able to follow an address  
in English. They will be cordially  
welcome."

### U. S. FLEET IN NEW ZEALAND.

#### UNITY OF SENTIMENT.

Wellington, (N.Z.), Aug. 14.  
Despite wintry weather the  
officers of the ten ships of the  
American fleet are enjoying a round  
of festivities.

Speaking at a reception by the  
English Speaking Union, Admiral  
Coontz said that he stood for union.  
Rear Admiral Cole said that when  
the English-speaking nations were  
solidly united they would gladly  
hold out a helping hand to all  
requiring it.—*Reuter.*

### BORDER FIRING.

#### ANOTHER INCIDENT THIS MORNING.

Police Headquarters this morning  
received the report of another  
frontier incident in which shots  
were fired across the border from  
Chinese territory.

The objectives of the firing were  
a Chinese man and woman who  
were on their way to the Sheung-  
shui Railway Station with baskets  
of fruit intended for consumption  
in the Colony. Near the Lo Fong  
Customs Pass, the frontier road on  
which they were proceeding, ap-  
proaches to within a few hundred  
feet of the Chinese road on the  
other side of the frontier, and it  
was here that a Chinese labour  
picket, who are stationed there  
with the object of preventing  
labourers from returning into Bri-  
tish territory, fired the shots.  
These frightened the couple into  
flight, which was, apparently, the  
effect desired. The picket then  
crossed over into British territory  
and carried away the baskets of  
fruit which had been left behind.

### SEARCHER CHARGED.

#### ECHO OF POLICE RAID.

One of the Chinese searchers  
employed in the raid carried out  
in conjunction with the military  
the day before yesterday, in the  
Western district, appeared before  
Mr. R. A. D. Forrest at the Central  
Magistracy this morning on a  
charge of stealing a watch belong-  
ing to an inmate of one of the  
houses searched.

It was stated by Detective In-  
spector T. Murphy that the defend-  
ant was searched on a complaint being  
made by the wife of the owner of  
the watch, and that the article was  
found in the inside breast pocket  
of the man's tunic. On being  
questioned, he maintained that the  
watch was his own, and adhered  
to that statement, for some con-  
siderable time before he was  
charged.

Mr. McCallum, who appeared for  
the defence, entered the plea that  
the watch was given as a bribe to  
the defendant not to open a cer-  
tain box. He took the watch but  
carried on with his search. This  
might have amounted to miscon-  
duct, but certainly it was not  
theft, and Mr. McCallum asked his  
Worship to take this into considera-  
tion. The case is proceeding.

### AN EXPLANATION.

#### THE YUE YING WAH'S OFFICERS.

In our report yesterday of the  
feared loss of the s.s. Yue Ying  
Wah, which is about six days over-  
due here from Hoihow, we gave a  
list of the ship's European per-  
sonnel, this list being supplied to  
us by the owners, the Cheong Yue  
Steamship Company, of the China  
Building.

Among the names given were  
those of Mr. T. Harle, as Second  
Engineer, and Mr. J. W. Vick, as  
Chief Officer, but we have since  
learned that both these officers are  
at present in Hongkong and did not  
sail with the vessel on this parti-  
cular journey. It is definitely  
known that the master, Captain  
Pompey; the Chief Engineer, Mr. H.  
Larard; and a Second Engineer,  
Mr. Mackenzie were on board.

We would like to explain, in view  
of a complaint received, that we  
obtained the list of officers from  
the owners of the vessel who them-  
selves were not aware that these  
particular officers had not made the  
trip.

### COAL CRISIS.

#### CONSTITUTION OF PROPOSED COMMISSION.

London, Aug. 14.

Officials of the Miners' Federa-  
tion conferred with Mr. Stanley  
Baldwin for two hours at No. 10  
Downing Street this afternoon with  
regard to the Coal Commission,  
after which an agreed official state-  
ment was issued stating that the  
deputation had fully stated their  
view that the personnel of the  
Commission should include repre-  
sentatives of the miners and  
mine owners. The Premier, after  
explaining that the terms of re-  
ference would be drawn to allow  
of the fullest and widest enquiry  
stated that the Government was  
satisfied that in order to secure  
an impartial and authoritative re-  
port the proper policy was to ap-  
point a small impartial Commis-  
sion, assisted by technical assess-  
ors, with the intention that the  
Commission itself should arrange  
for interested parties to be re-  
presented at the taking of evidence  
and have an adequate opportunity  
to examine witnesses and give the  
Court all possible assistance in the  
elucidation of the facts. The de-  
putation was dissatisfied with the  
reply but expressed its intention  
of participating in the enquiry.—*Reuter.*

### AERIAL SEXTANT.

#### IMPORTANT PORTUGUESE INVENTION.

Lisbon, Aug. 14.

Experiments with sextant, in-  
vented by Admiral Coutinho, in an  
aeroplane, have given complete  
satisfaction. The pilot was able to  
disregard terrestrial observations  
and take his bearings entirely by  
astronomical observations, includ-  
ing latitude and longitude. It is  
anticipated thereby that methods of  
aerial navigation will be materially  
altered and air travelling greatly  
facilitated.—*Reuter.*

### BELGIUM'S DEBT.

#### A WEEK-END OF IMPORTANCE.

Washington, August 14.

President and Mrs. Coolidge  
this morning motored from  
Swampscott to Plymouth to visit  
Mr. Coolidge's father.

Mr. Mellon and Senator Smoot,  
of the debt-funding commission,  
are also spending the week-end at  
Plymouth. It is understood that  
they desire to communicate to Mr.  
Coolidge the latest developments  
of the debt negotiations with Bel-  
gium, and get his advice.  
The Belgian representatives are  
also keeping in close touch with  
their Government and are only  
proceeding upon instructions from  
Brussels.—*Reuter's American Ser-  
vice.*

### YOUNG STINNES.

#### HARD PRESSED FOR MONEY.

Berlin, August 14.

"How are the mighty fallen!"  
makes a suitable headline for the  
plight of the heirs of the late in-  
dustrial king of Germany, Hugo  
Stinnes, whose first-born Edmund  
is to-day hard-pressed to pay five-  
thousand pounds sterling in wages  
to two-thousand employees of his  
motorcar works in Berlin, owing to  
the refusal of the banks to grant  
further credit. Edmund Stinnes  
has appealed to the Prussian Gov-  
ernment for a loan of three million  
marks to avoid closing down the  
works. He is approaching another  
bank for an advance of the  
wages due to-day.—*Reuter.*

Messrs. Carroll Bros. are in  
receipt of a cable from Singapore  
stating that Rubber is now \$1.25  
per lb. The Bukit Timah Rubber  
Estates Ltd. have declared a 4  
per cent. Interim Dividend.

### BOYCOTT SPREADING.

#### HOIHOW NOW UNDER BAN.

Latest reports to hand from Hoi-

how, confirm the rumour that a  
boycott was being enforced in that  
district. It would appear that a  
meeting of certain Chinese mer-  
chants describing themselves as the  
Foreign Intercourse Relief Asso-  
ciation of Kiating Chow and Ngai  
Chow, was held on July 29th at  
which it was decided that no  
British goods should be imported—  
except those articles which the  
Chinese are unable themselves to  
provide.

The penalty for the "offence" was  
confiscation of the goods so  
imported, 70% to be destroyed and  
the remainder to be handed back  
as consolation.

A ban is also placed upon the  
exportation of cattle, pigs, chickens,  
ducks, pigeons and eggs for sale  
to British and Japanese and in the  
event of a merchant discovered  
violating this order, the goods  
would be confiscated and sold. Of  
the proceeds the merchants would  
be given 40% and the remaining  
60% would be donated to the  
strike funds.

Proving that students are tak-  
ing an active part in the agitation  
in the Hainan capital, the order  
which has been circulated contains  
a paragraph pointing out that  
should goods be seized by the "In-  
vestigation Department" of the  
Association or by students, no com-  
pensation would be forthcoming.

The Association in their circular  
also refer to the importation of  
goods per the Amakusa Maru and  
they propose imposing a penalty of  
\$500, on the merchants concerned.  
The Association's "order" to  
the merchants of Hoihow was to  
become effective as from August  
4th.

Supplementary to the above, we  
have information that General  
Tang, who has declared himself  
anti-Red, has been doing his best to  
stop the agitation. He has arrest-  
ed five agitators during the past  
week or so.

### MOROCCAN WAR.

#### FRENCH MORAL VICTORY.

London, Aug. 14.

A Reuter's special correspondent  
who has arrived at Tangier from  
Sukelarra, near the scene of the  
fighting in the Wezzan region,  
telegraphs that at the threat of a  
French advance on an extensive  
scale with tanks the Rifians fled to  
the north and local tribes sur-  
rendered. This complete moral  
victory for the French has made an  
excellent impression and rendered  
the fertile Charb district secure.—*Reuter.*

Paris, Aug. 14.  
Marshal Petain will leave for  
Morocco on August 20th.—*Reuter.*

### AGREEMENT IN TEXTILE DISPUTE.

#### COURT OF INVESTIGATION.

London, Aug. 14.

An agreement has been reached  
in the woolen and textile dispute,  
providing for the resumption of  
work at the old rate of wages  
pending an agreement based on  
the findings of a court of in-  
vestigation.—*Reuter.*

### ANOTHER TRAIN SMASH.

#### DISASTER ON FRENCH LINE.

Paris, Aug. 14.

Two trains converging from  
different lines collided at St. Denis.  
One person was killed and 50  
injured.—*Reuter.*

### HOME CRICKET.

#### GLOUCESTER BATTING FAILS.

Rain Interferes With Programme.

London, Aug. 14.

Playing at Cheltenham, Notts  
defeated Gloucestershire by seven  
wickets. Scores:  
Gloucester, 66 and 89.  
Notts, 122 and 36 for three  
wickets.

Richmond was the successful  
Notts bowler, taking seven wickets  
for 30 runs and seven wickets for  
53 runs in the first and second  
innings respectively, while the  
best bowlers for Gloucester were  
Parker, with four wickets for 50  
runs, and Mills, with five wickets  
for 46 runs.

#### Derby Beat Glamorgan.

Playing at Chesterfield, Derby  
defeated Glamorgan—by six  
wickets. Scores:  
Gloucester, 66 and 89.  
Derby, 144 and 152 for four  
wickets.

In Glamorgan's first innings,  
Storer took four wickets for 31  
runs, whilst in the second innings  
he took four wickets for 49 runs.  
In Derby's first innings, Ryan took  
seven wickets for 70 runs. G.  
Jackson was the highest scorer in  
the match, making 68, not out,  
in Derby's second knock.

#### Unfinished Matches.

The match between Hampshire  
and Somerset, at Bourne-mouth,  
was not finished. There was no  
play on the first two days, owing  
to rain. On the third day, Hants  
made 123 (Bridges taking seven  
wickets for 81 runs) and Somers-  
et had made 119 for the loss of  
seven wickets when time was called.

The match between Middlesex  
and Kent, at Lords, was unfin-  
ished, owing to rain. Middlesex made  
302 for two wickets (declared),  
the top scores being Lee 130 not  
out, and Dales 70. Kent had made  
103 for four wickets (Johnstone  
62) when play was stopped.

The match between Surrey and  
Leicestershire, at the Oval, was  
also interfered with by rain. Lei-  
cester first made 175 for nine  
wickets (declared), Astill making  
67. Surrey had only made 67  
runs for the loss of one wicket  
(Hobbs out for 31) when play  
was stopped.

The match between Essex and  
Yorkshire, at Leyton, was stopped  
by rain. Essex, declared on the  
first innings after making 218,  
for three wickets, (Freeman 98  
not out, and Russell 64). York-  
shire only had time to make 80  
for one wicket (Sutcliffe 51, not  
out) when play had to be aban-  
doned.

In all of the above five unfin-  
ished matches there was no play on  
Thursday and only about two  
hours' play on Wednesday.

### PRINCE IN SOUTH AMERICA.

#### Enthusiastic Greeting.

Monte Video, Aug. 14.

The Prince of Wales has arrived.  
—*Reuter.*

Later.  
Thousands of Uruguayans, lining  
the piers, cheered the arrival of  
H.M.S. Curlew, bringing the Prince  
of Wales, who landed officially. He  
was welcomed by the President  
and Members of the Cabinet and  
proceeded to the Government  
Palace through wildly enthusiastic  
crowds whom the police with  
difficulty prevented from blocking  
the passage of the royal car.—*Reuter.*

### "LITTLE HSU" IN HOLLAND.

The Hague, Aug. 14.

General Hsu has arrived and has  
been received by the Queen at the  
palace of Loo.—*Reuter.*

## Bulls and Inners

#### From the Office Butts.

What jamaica's it?

These officials seem to be  
somewhat Russian things in  
China these days.

This hot, damp weather is very  
trying. It fairly noxious.

We have to express our admira-  
tion for the old lady who was  
heard to say that in view of the  
present industrial eruption, she  
was glad the Herpes had made its  
appearance.

Talking about the Hermes, we  
understand that she is a carrier  
and we hope that our M.O.H. has  
taken notice of this plane fact.

The latest revision of a well-  
known song, among the Sisters at  
the G. C. H. is "It's nice to get  
up in the morning—but it's better  
not to break your fast."

"Typhoon Passes Away" says  
the *Daily Press*. That's what  
comes of trying to beach 'em.

At present there are 2,097,000-  
000 gallons of water in Hongkong,  
which reminds us that it is a long  
time to St. Andrew's Night.

When the amahs were out on  
strike, it was a wise babe that  
knew its own mother.

We hope that the local young  
lady who was overheard to won-  
der whether "my friend, the  
Prince, will be here for St. An-  
drew's Ball" will introduce him  
to all the really nice people.

Market report.—"Shortage in  
water chestnuts." Perhaps the  
V.E.C. will oblige with a few.

Economy note—Buy sausages;  
then you can make both ends  
meet.

Quite a doggy thought, oh what?  
It is rumoured that a Market-  
Level Profiteering Association  
has been formed.

There is a rumour in town to  
the effect that the sight of the  
Hermes has revived our Aero  
Club.

The only real obstacle to peace  
in China is that there are more  
dogs than bones.

We know now where the Mad  
Hatter hangs out. He's busy at  
the moment writing up the next  
bomb outrage.

Looks as if the Canton Vaude-  
ville is in for a long run.

Nobody so far has blamed the  
Imperialists for capturing the  
Mah Jongg craze.

The worst of these progressive  
movements is their failure to  
progress.

What about getting up a meet-  
ing to organise a Protective Cook-  
boy Stealing Association?

Hongkong's naval aircraft will  
find no shortage of air.

There is no truth in the story  
that the new American Consul  
was born in a log cabin.

The alleged evidence adduced  
by the Kuomintang is decidedly  
Shakee.

Judging by results of that bomb  
explosion, somebody seems to  
have put the lid on it.

It has been warm enough this  
week for many of the girls to  
discard their complexioners.

They seem to have raised a few  
recruits for the Canton Bom-  
bards.

By virtue of a Government  
Gazette Extraordinary coal may  
now be exported freely. There is,  
however, no bar to foreigners  
continuing to carry their own ice.

Business as usual: The Theo-  
sophical Society continues its  
public lectures.

Lots of these Chinese seamen  
have become unmann'd.

There is no truth in the rumour  
that the President of the Canton  
Christian College will be present  
at the official opening of the new  
American Club.

This week's song—"I know a  
bank wherein my shares repose."

Some local stenographers can't  
spell much better than their  
tailpans.

We are authorised to contradict  
the rumour that, failing to dis-  
cover the really ideal seat, the  
Peak Tram Company propose in-  
stalling hammocks in the cars.

Practical demonstration during  
the past two months has conclu-  
sively proved that there are  
many bad eggs in China.

July water consumption was  
less than 1924, we are told. We  
await the beer return before  
making further comment.

The best news we've had for  
a while is the report that Chi-  
nese makers of cigars have gone  
out on strike.

Proposed that at the next  
meeting of the Sanitary Board  
the medical officer of health  
move the following:—That the  
Government make by-laws for  
the regulation of gas making  
and rumour preserving establish-  
ments.

Newspaper heading:—"What  
do the Chinese owe." Ask the  
brokers.

China, we are told, is at the  
cross road. Dirty work.

Jews in the Wembley Palestine  
Pavilion are said to wear ap-  
propriate costume. Bowlers,  
however, will not be worn in Ice  
House Street next winter.

Life is becoming more com-  
plex. It is no longer possible to  
wash dishes, clean knives and  
put the ash bin out at the same  
time.

The Colony may boast of its  
clean bills of health but the  
doctors continue to buy motor  
cars.

A Kowloon man the other  
night ate in succession half a  
beef steak pie, a slab of Gruyere  
cheese and two oranges. Five  
minutes after he collapsed and  
died. The deceased is believed to  
have been a victim of consump-  
tion.

A London contemporary states  
that "Sir Robert Ho-tung has been  
particularly silent on the all-  
absorbing topic of the hour." But  
you try keeping silk worms in a  
cold climate, and then see how  
much time you've left for politics.

Quench not the smoking flax;  
Better beat it.

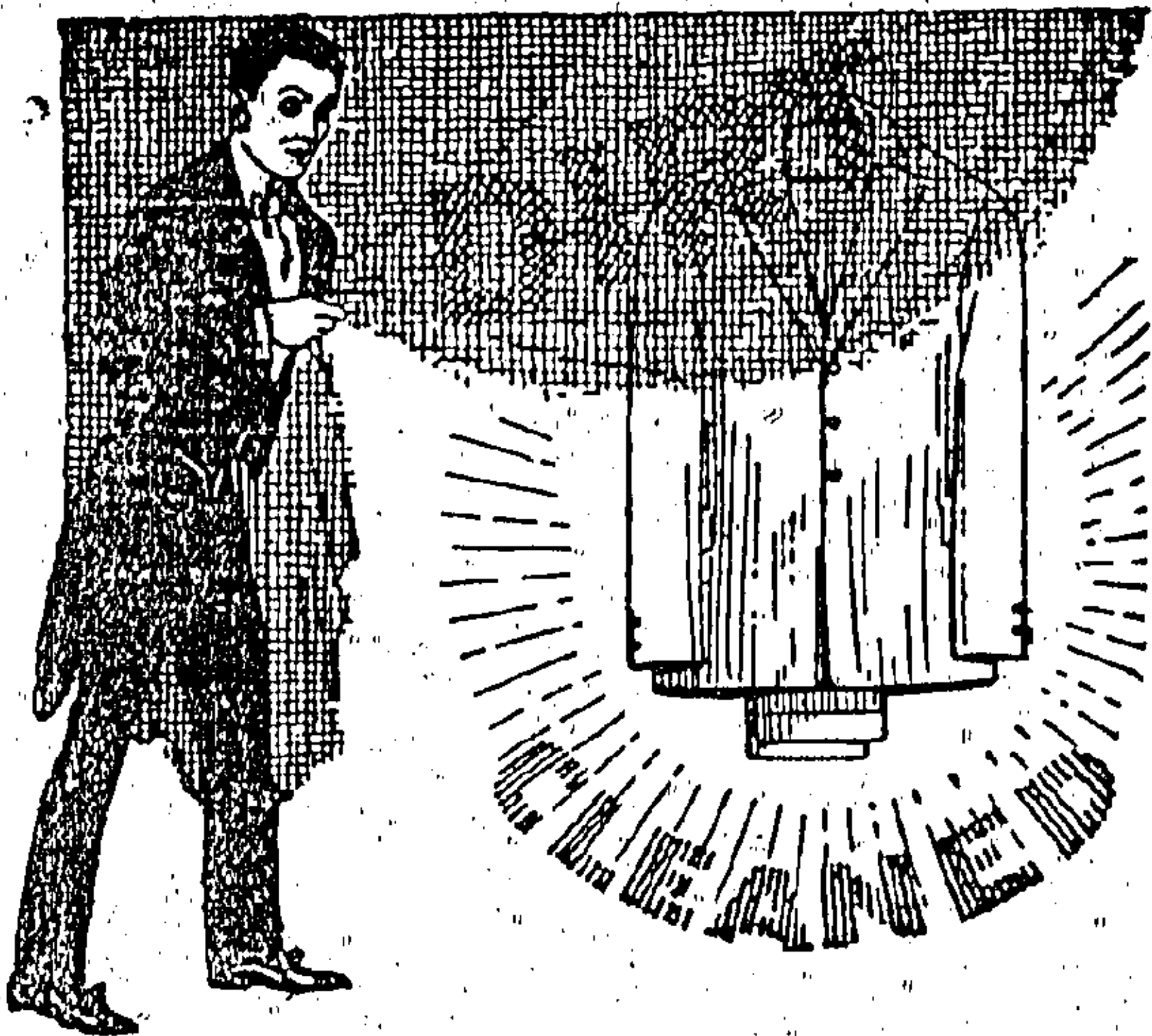
A Food Controller is one who  
can do most things out of his  
control.

P. C. Baker of the Hongkong  
Police is the tallest man in the  
force. Following this week's news-  
paper comment his chest has now  
grown out of all proportion to his  
height.

What about installing a few  
bomb alarms in newspaper  
offices?

The health returns appear to  
show that the only imports into  
Hongkong at the moment are  
small-pox and paratyphoid fever.





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EARLIER TELEGRAMS:

RUM RUNNING IN FLORIDA.

New York, August 14.  
A message from Lauderdale, Florida, states that a running fight near the shore between an alleged bootlegger launch and a coastguard cutter resulted in one of the launch's crew being badly wounded and others captured. The launch burst into flames when a bullet from the cutter's machine-gun hit the petrol tank. A second coastguard cutter captured the British schooner Aesop on the way to Belize from Nassau. The Aesop's captain and crew of six were detained.—*Reuter's American Service.*

ROWDYISM IN MADRAS.

Madras, August 14.  
Thirty persons were injured, some seriously, as a result of hooligans attacking a procession of National Congress supporters on the eve of further city municipal elections. The assailants are stated to have used sticks, crowbars and mineral water bottles. Stone-throwing and rowdyism were previously reported at some election meetings of the Congress party, following the defeat of all four non-Brahmin candidates by members of the Congress party last week. The police made seven arrests.—*Reuter.*

BOYCOTT OF BRITISH GOODS.

London, August 14.  
Drawing attention to a "most damaging weapon," namely, the boycott of British goods in China, the *Times*, in a leader, says it is maintained by an idea or obsession, and a definite object of British policy should be to dispel the obsession by all possible means. It urges the Government to send out to China, simply to investigate and report, a very competent expert on Chinese affairs.—*Reuter.*

GENERAL HSU IN BRUSSELS.

Brussels, August 14.  
The Chinese Minister gave a dinner in honour of General Hsu at which the Premier, Ministers and many diplomats and other prominent persons were present.—*Reuter.*

TRAIN DISASTER.

Latest Report.

Later.  
The death roll of the railway disaster is now eleven. The condition of five of the injured persons is very serious. The others are considered to be out of danger. Most distressing scenes were witnessed. The mutilated bodies are at present in the hospital mortuary. Gangs of men are busily engaged clearing the track and it is hoped that normal traffic will be restored by noon to-day. M. Laval, Minister of Public Works, declares that it is impossible at present to make a precise statement regarding the responsibility for the accident. He points out that the heavy casualty list contains the names of all the slightly injured, many of whom left for Paris after the dressing of their wounds. The Minister says that he ordered the release of the engine driver after an examination by the doctor who made reservations regarding his mental condition. The driver, who has a good record, was found wandering along the track stupefied and had apparently lost his reason.—*Reuter.*

ABBOTT'S PLANE.

AUCTIONED FOR \$650.

Twenty-one packages containing aeroplane parts and machinery, consigned to "Abbott," were sold by Mr. L. E. Lammert, the auctioneer, yesterday morning at the Hongkong and Kowloon Wharf Godowns, on instructions from the Pacific Mail Steamship Company for account of freight and storage charges.

The cases contained a Curtis biplane which was purchased in March of this year in Manila by Mr. H. W. Abbott. The plane is the one which broke from its moorings in Manila, and was recovered many hours afterwards drifting in the sea. It was the intention of Mr. Abbott, who has now left the Colony, to use the machine in the inauguration of a passenger and mail service between Hongkong and Shanghai.

The machine had twin 12-cylinder, Liberty motors, and was designed to carry about 16 passengers.

There were not many present at the sale and the only bidders were Mr. A. H. Rowe and Mr. A. Wing. The former, it will be remembered, was associated with a flight of a Chinese airman named Lim On, who crashed at Happy Valley, while Mr. Wing salvaged the s.s. Heung Shan. The bidding was opened at \$550 and rose to \$650, at which price the machine was knocked down to Mr. Rowe.

The sale was subject to restrictions on removal from the Colony, permission for which will have to be obtained from the Superintendent of Imports and Exports.

MEMORIAL SERVICE.

THE LATE MR. J. E. FEATHERSTON.

A memorial service for the late Mr. J. E. Featherston, the Canadian Commissioner of Immigration, who passed away on Wednesday afternoon, was held at the Union Church, Kennedy Road, yesterday afternoon, the service being conducted by the Rev. J. Horace Johnston, B.A., minister of the Union Church at Kowloon.

The Canadian community of the Colony was well represented. Among those present were Mr. J. A. E. Bullock, from the Colonial Secretary's Office, who also represented Sir Claud Severn, K.B.E., Mr. and Mrs. A. Brostedt, Mrs. Marsh, Mr. and Mrs. Stout, Miss Clark, Messrs. C. M. Hemsworth, F. E. L. Sturdee, T. C. Monaghan, T. Pyburn, W. T. Daley, J. M. Henderson, L. L. Saunderscook, W. R. Buckborough, M. B. Keenahan, Frank Dixon, D. Taylor, D. H. F. McMaster, Lee Yuk-yuen, etc.

During the course of a short address, the Rev. J. H. Johnston, said that Mr. Featherston had not been long in the Colony, yet long enough to attach to himself a number of friends who admired and loved him, chiefly among his brother Canadians. It was among them that he took a keen and helpful interest in their play and their work. In life he strove to play the game. He was a faithful husband, a loving father, a loyal friend and a conscientious worker. Mr. Johnston spoke of the late Mr. Featherston's interest in Freemasonry, of his splendid character and spirit of charity, characteristics of Freemasons, and expressed sympathy with the widow and daughter.

Mr. Featherston's favourite hymn "Nearer my God to Thee" was sung, and the service concluded with a rendering of the Dead March.

THE SHANGHAI SHOOTING.

CHINESE GOVERNMENT'S ATTITUDE.

Peking, August 14.—The Chinese Government is reported to be considering the advisability of notifying the Powers of its disapproval of the judicial inquiry project regarding the Shanghai affair.—*Reuter.*

AVIATION.

DI PINEDO'S PROGRESS.

Marauke, August 14.  
Major Di Pinedo has arrived.—*Reuter.*



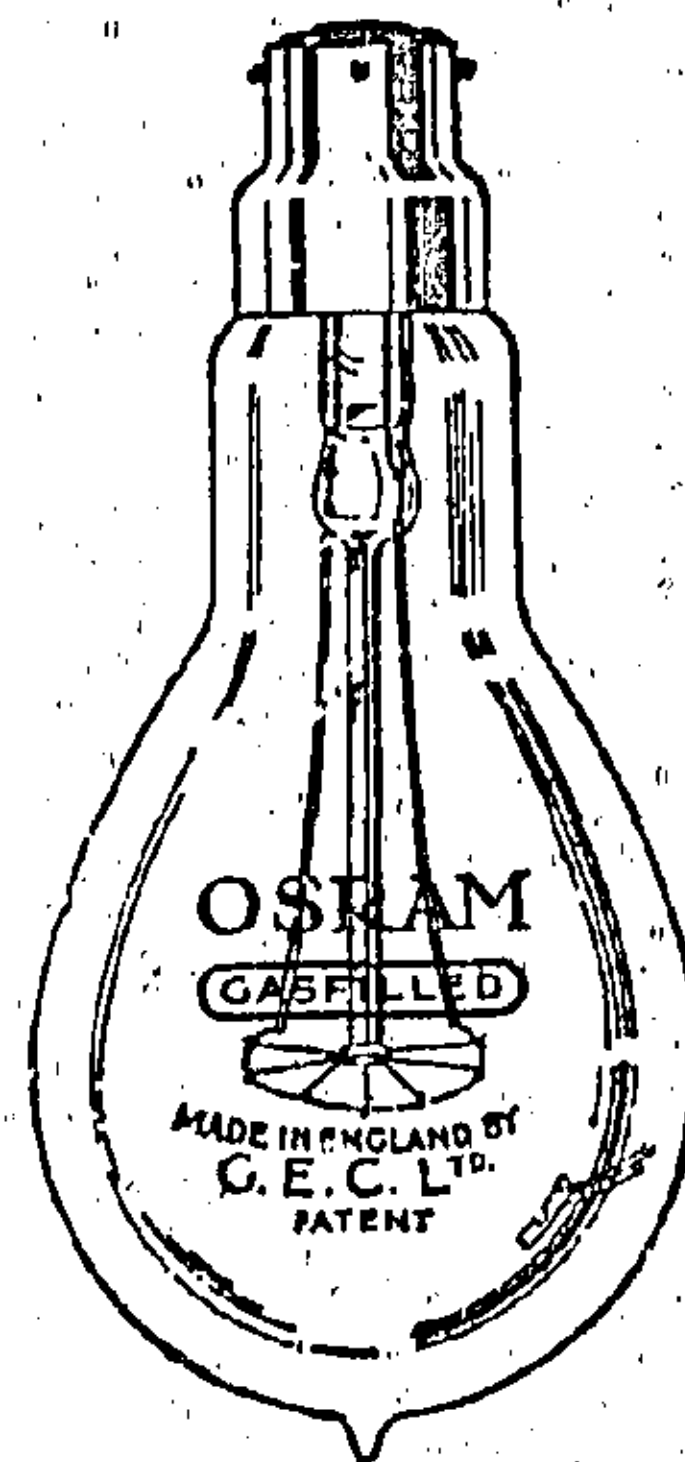
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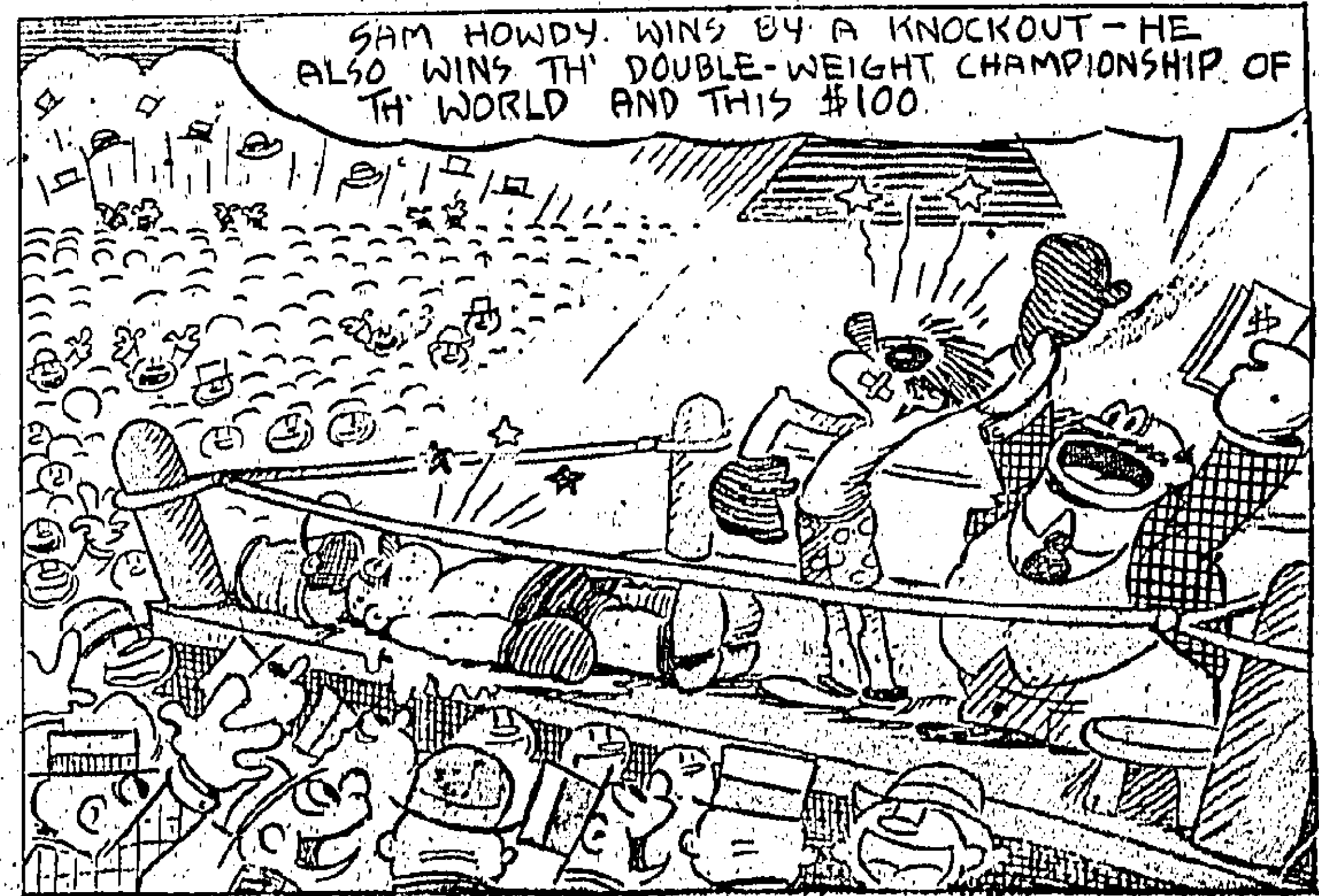
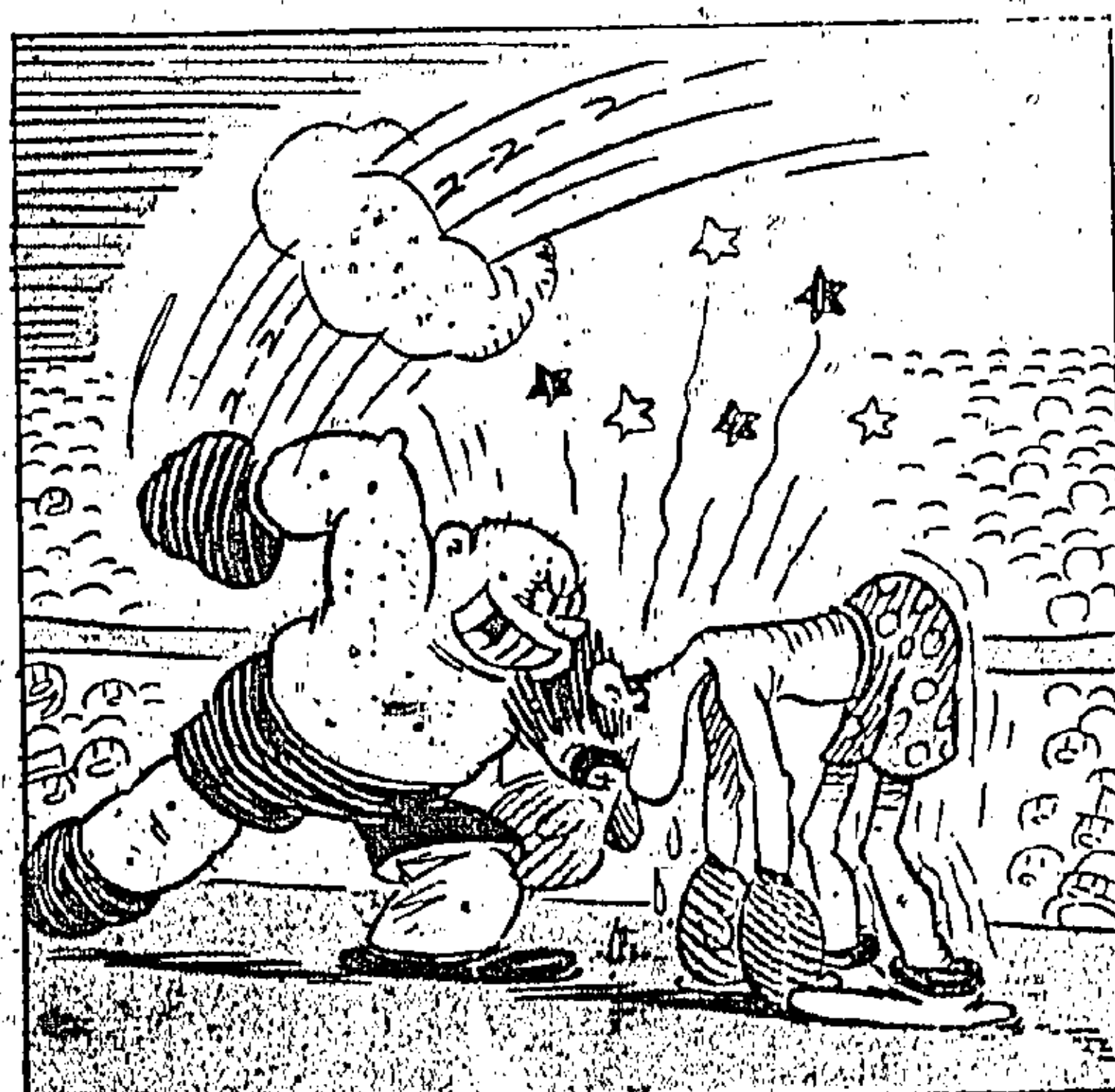
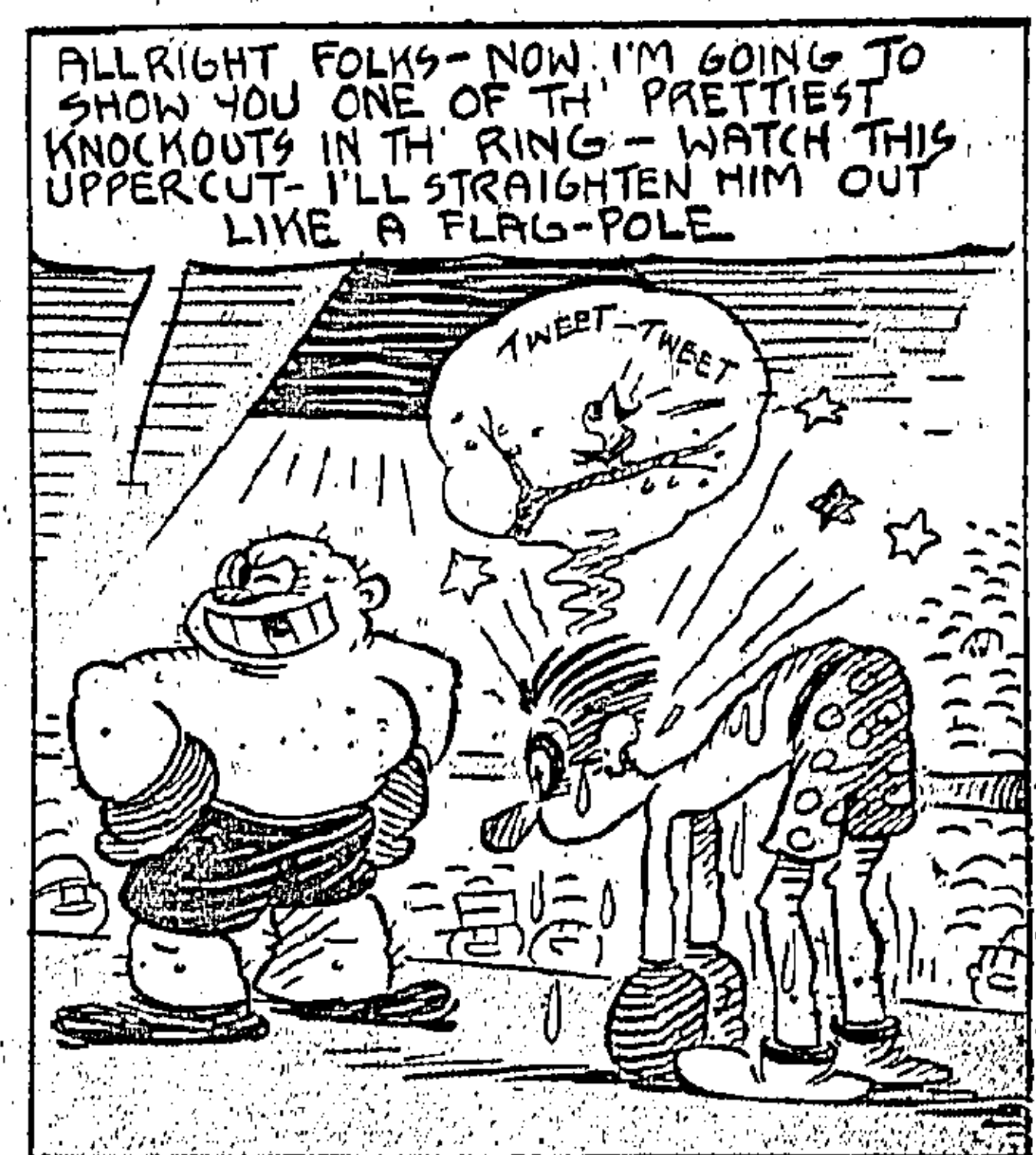
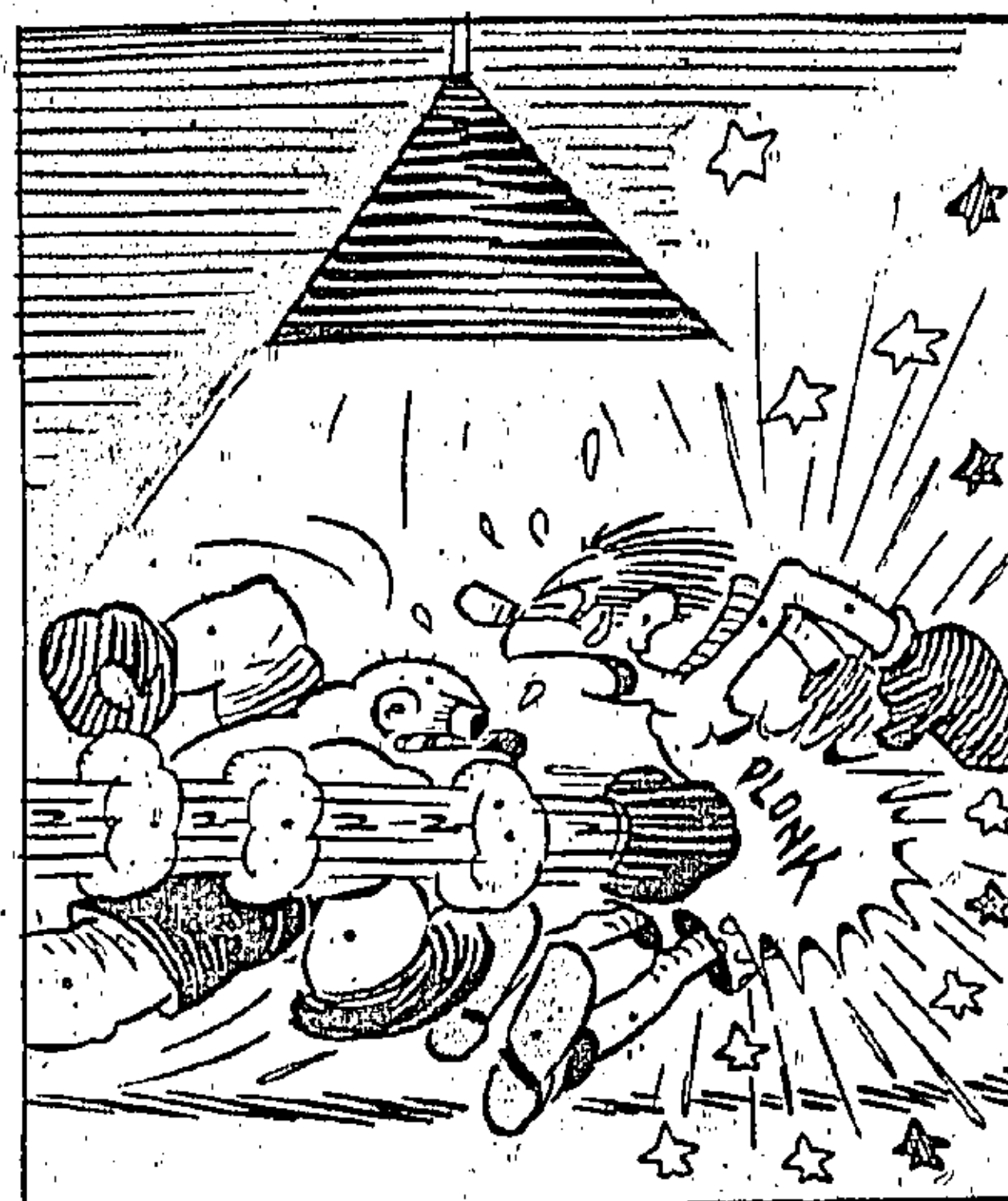
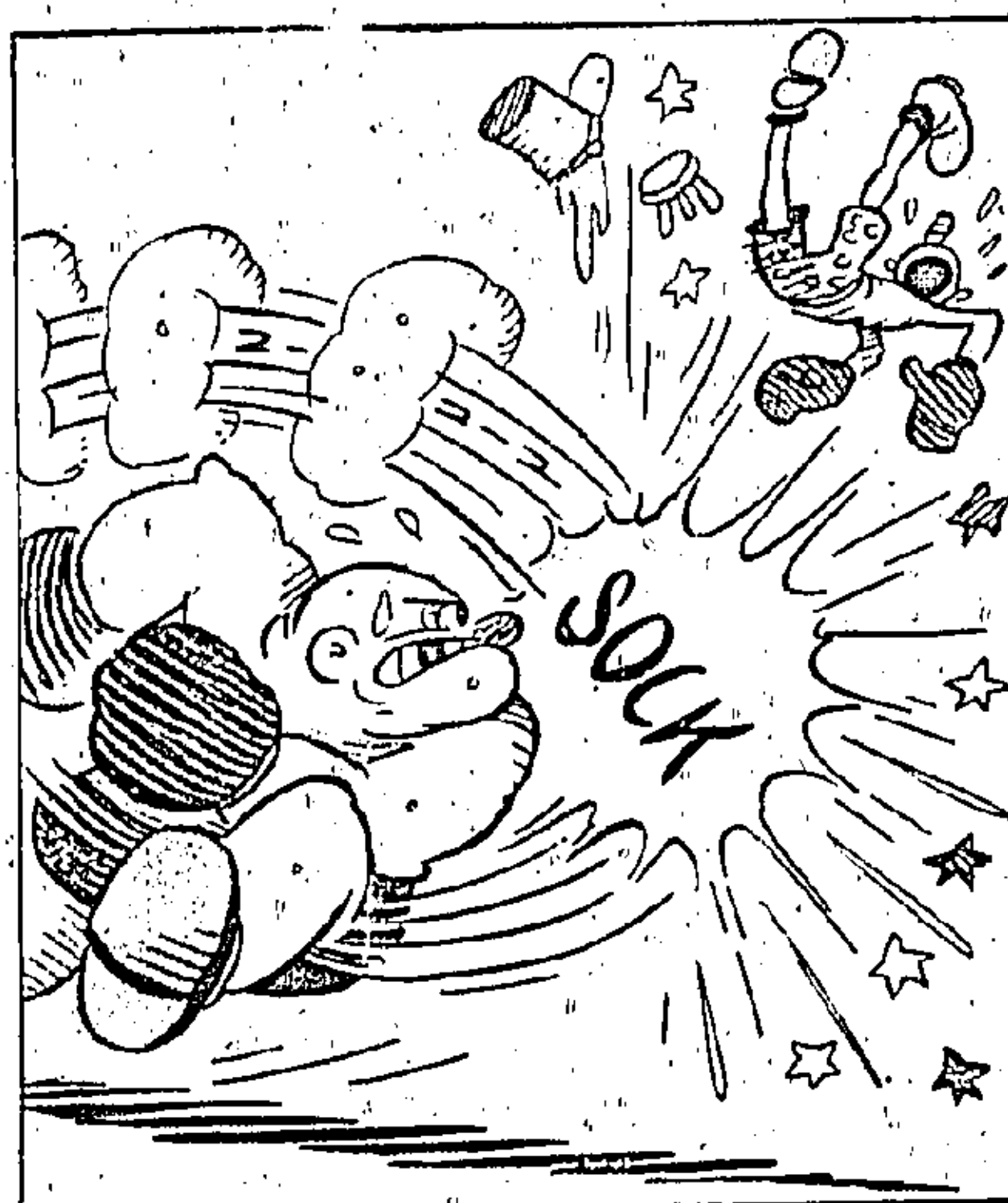
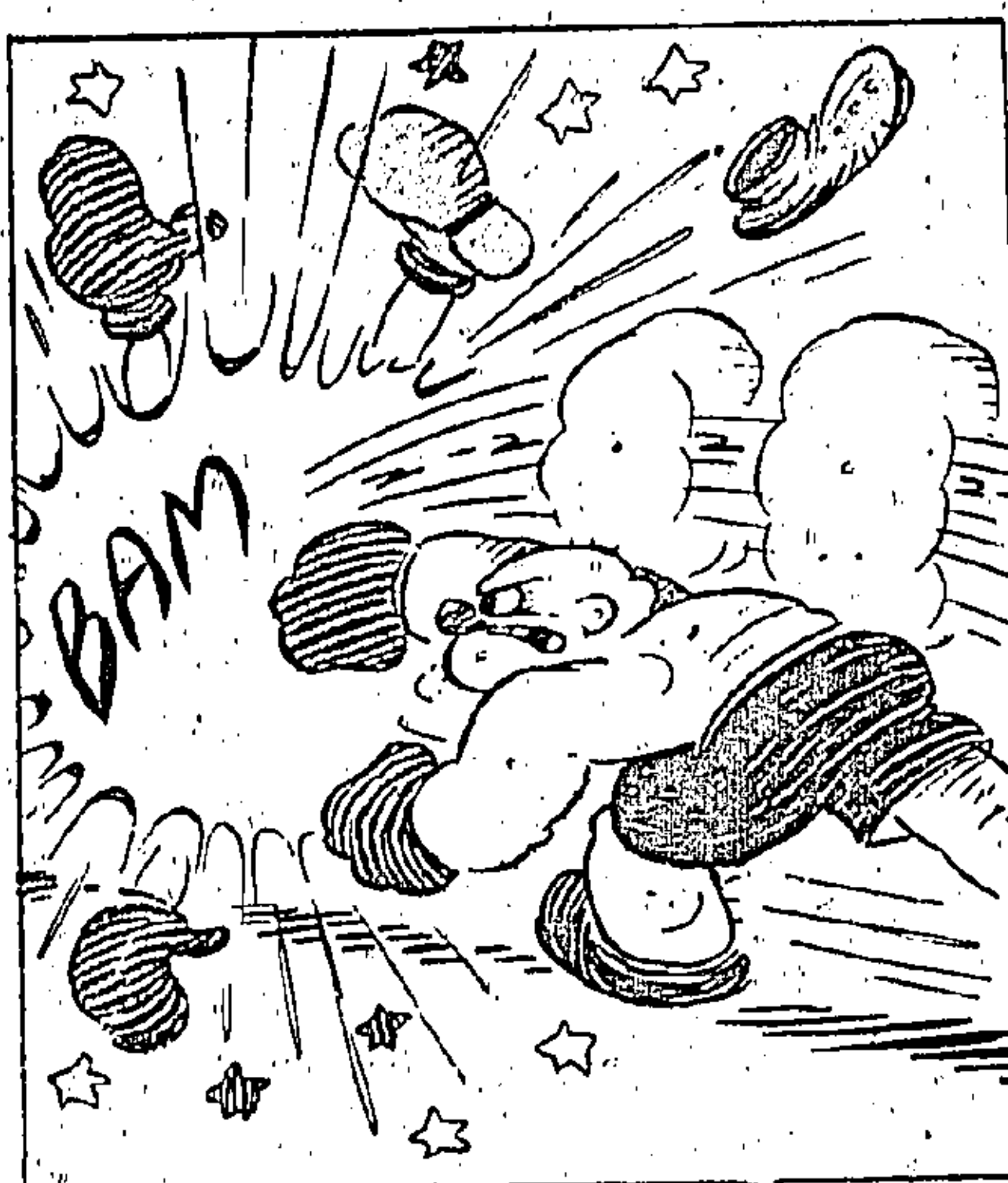
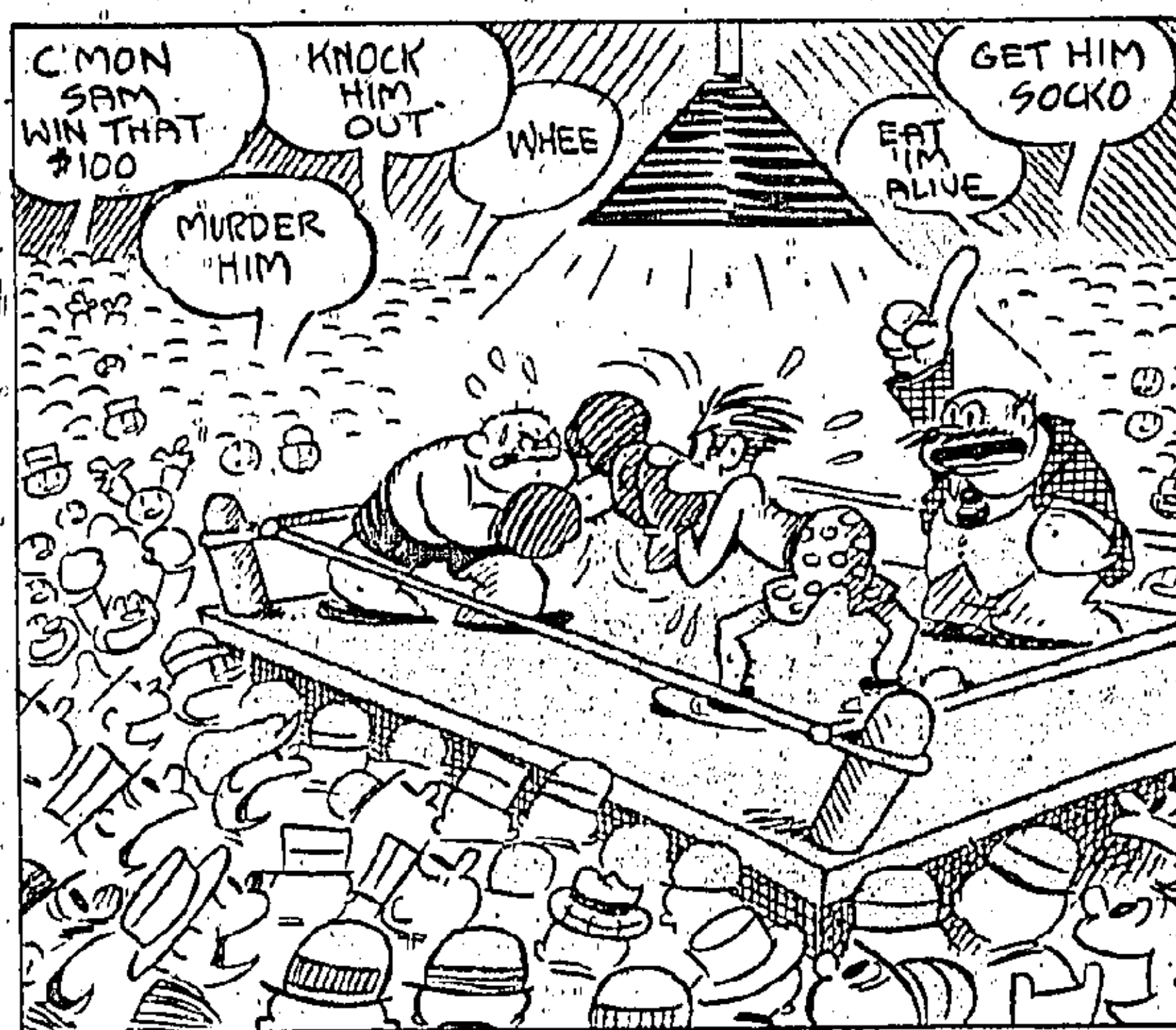
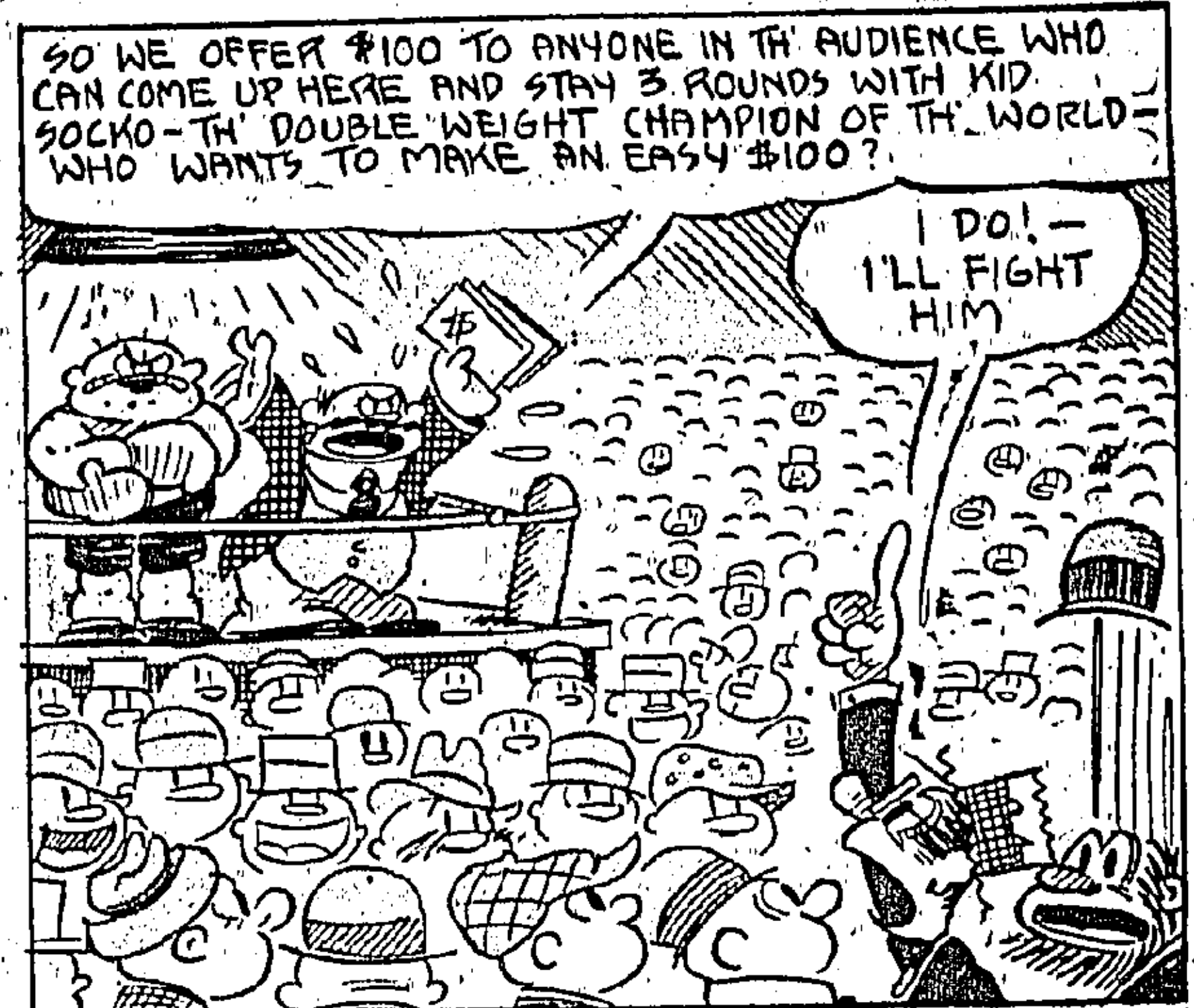
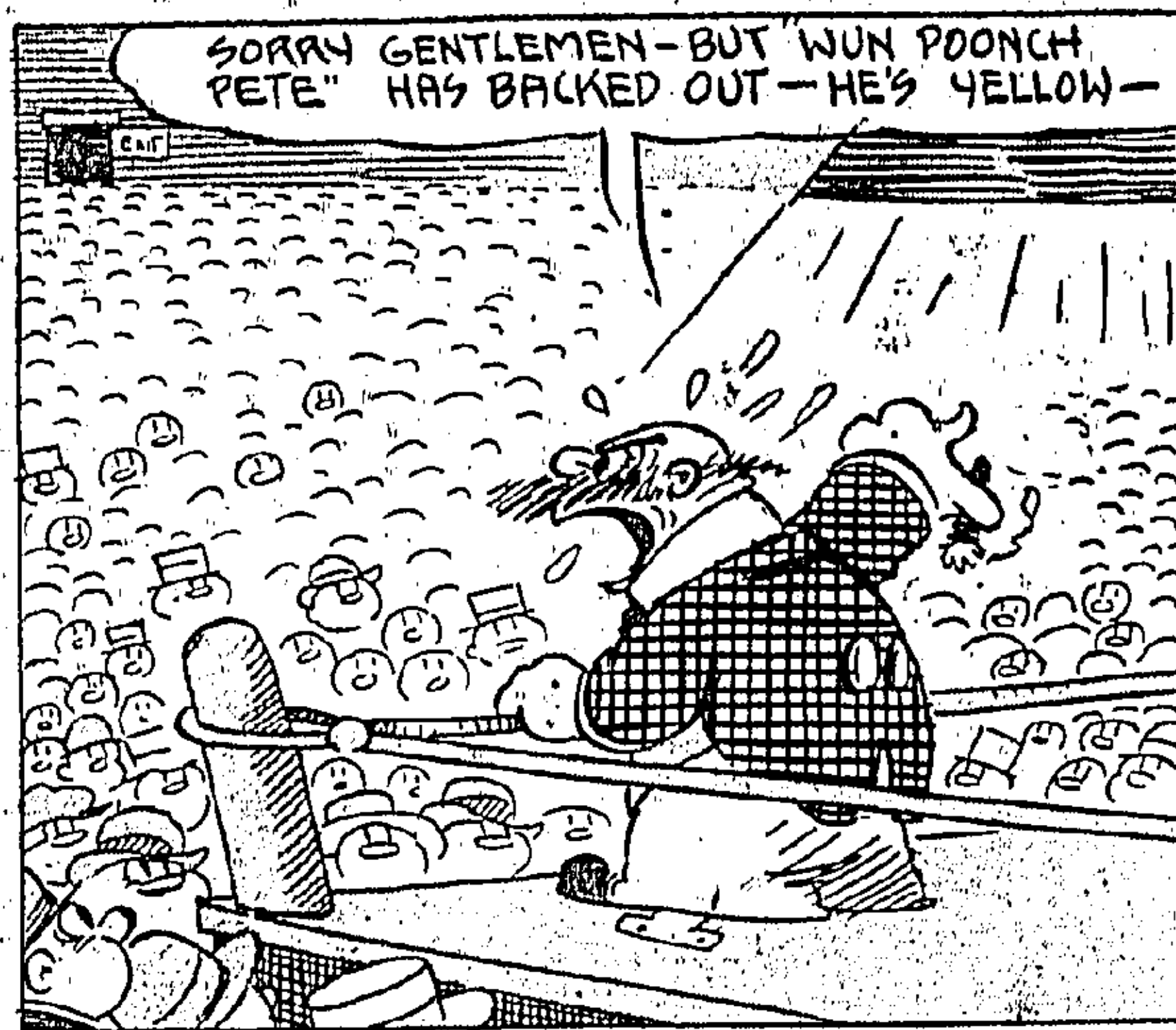
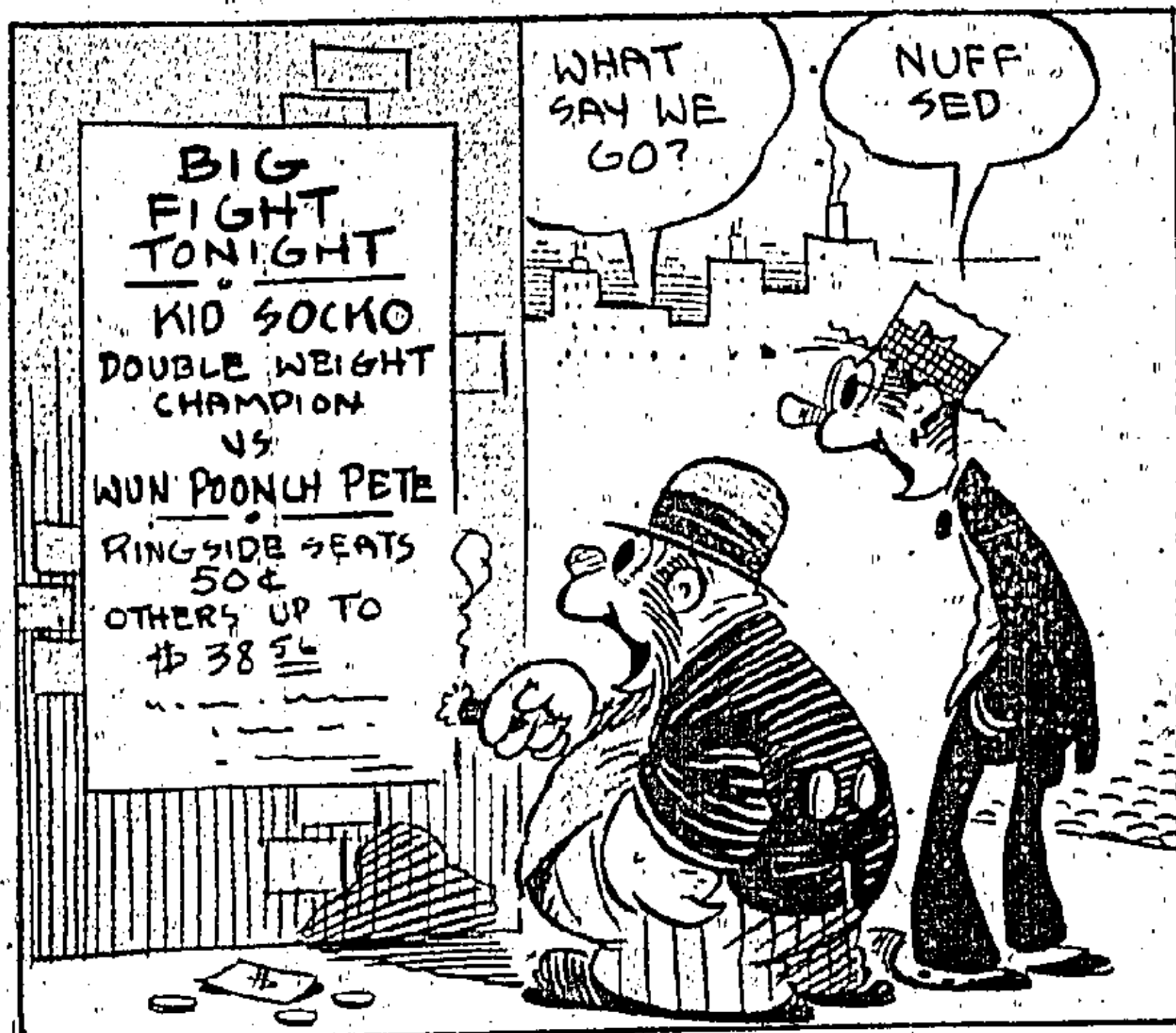
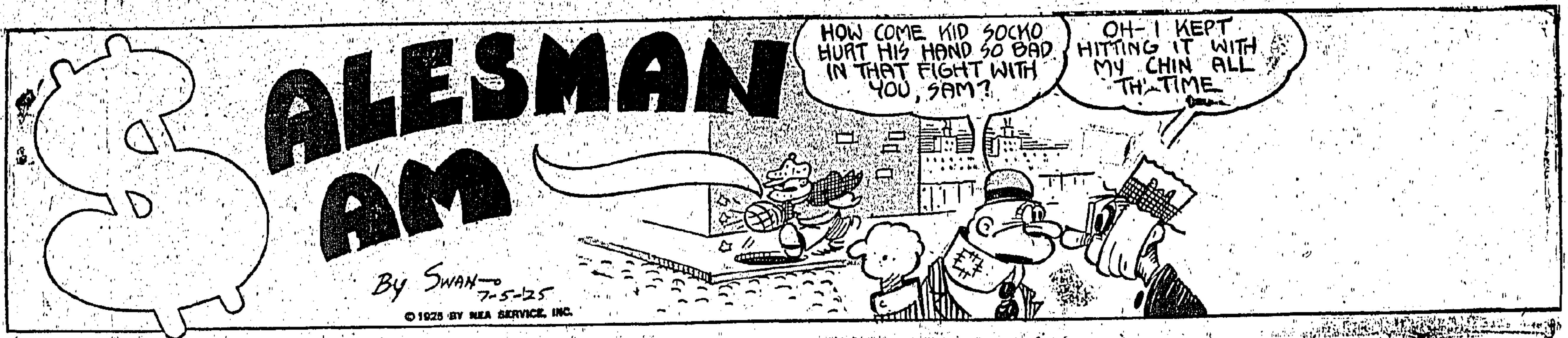
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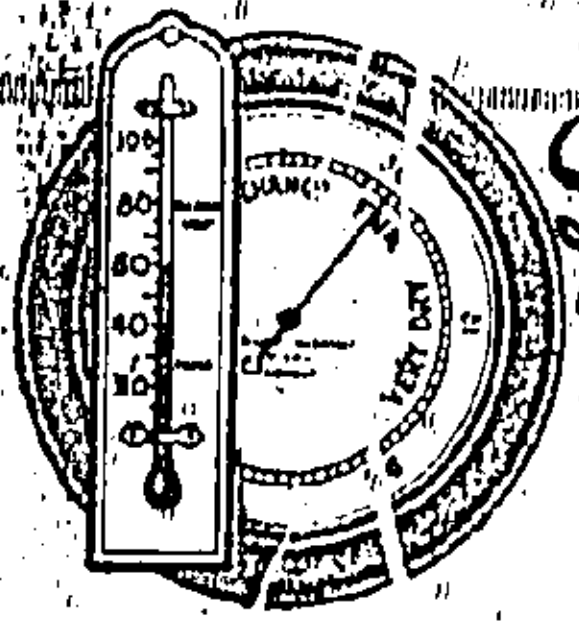
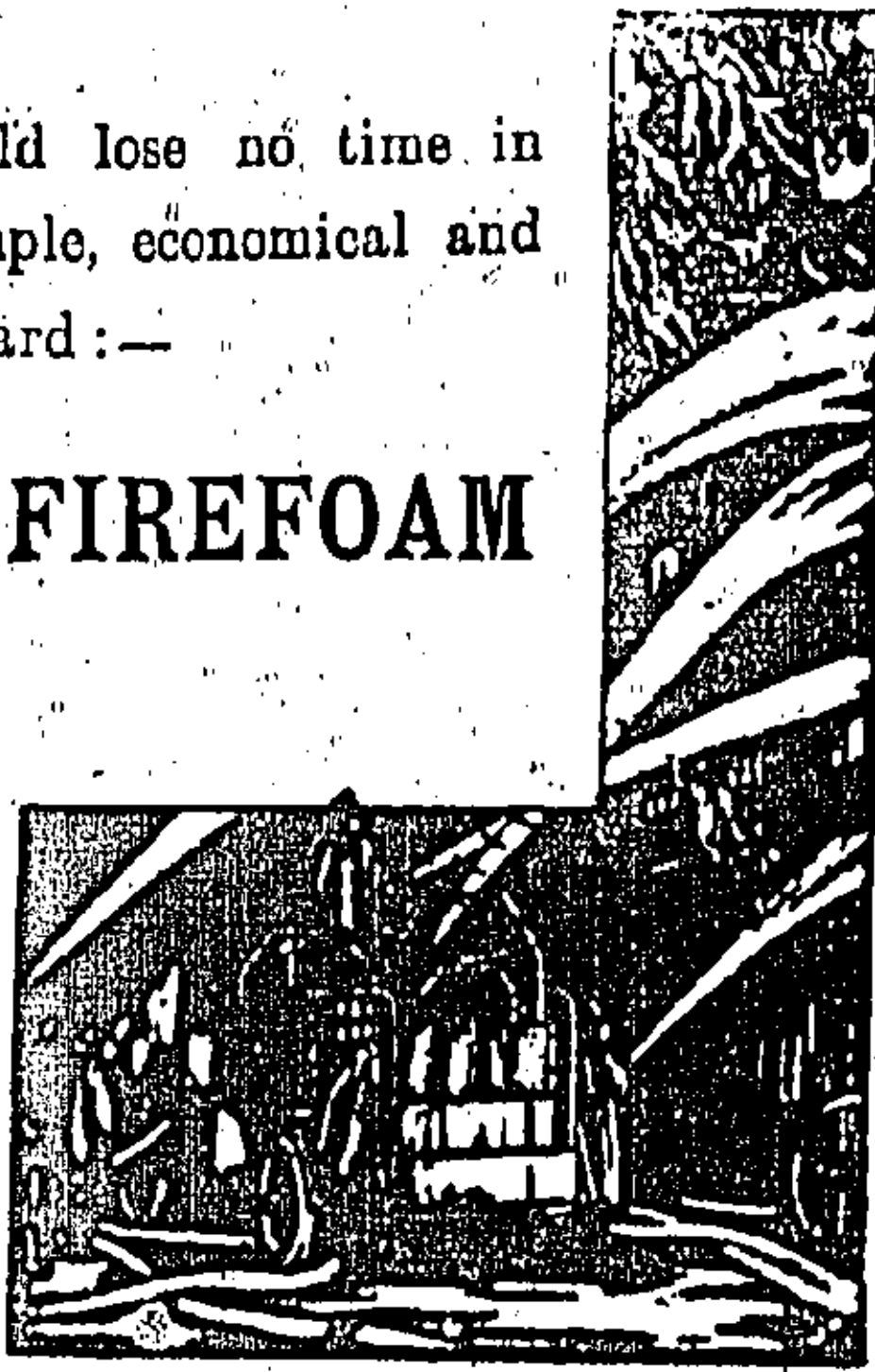
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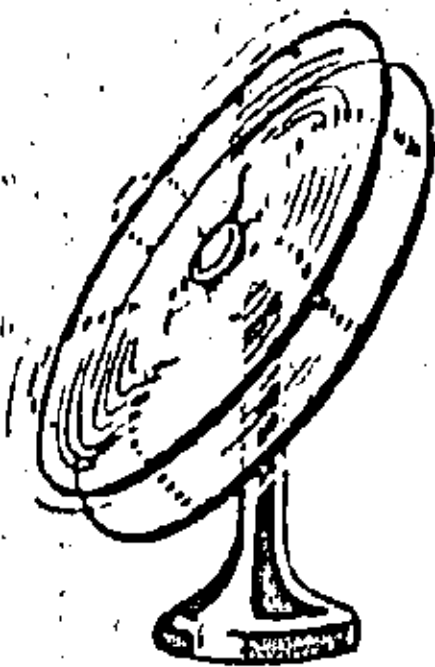
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WHEN it is "set fair" with a thermometer in the eighties you can always command a refreshing breeze from your

**Electric Fan**

It will keep you fit until holiday-time, and sustain you at concert—pitch afterwards.

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All sizes in a great variety of shades.

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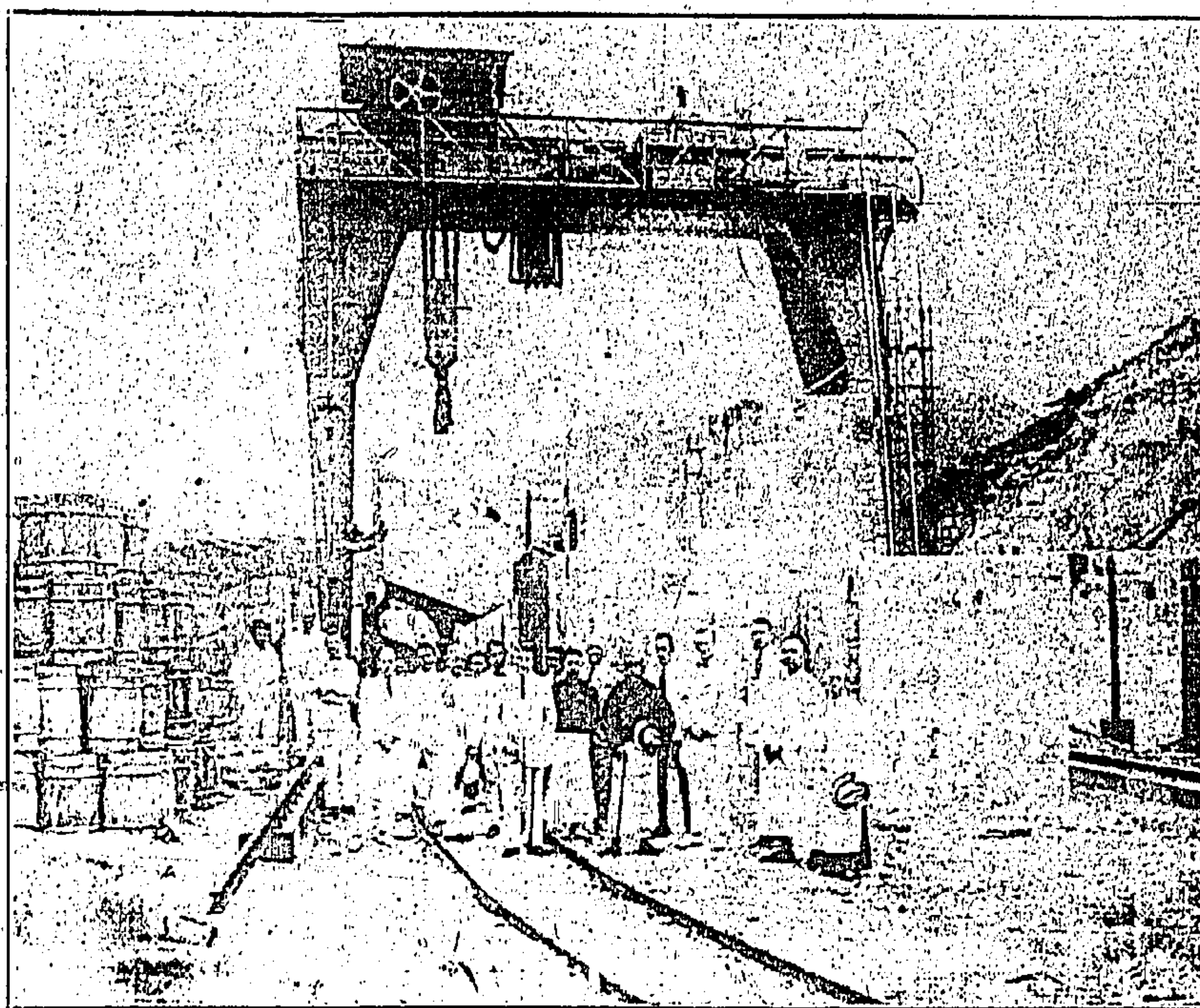
PRICE **\$2.50** pair

Well worth **\$4.50**.

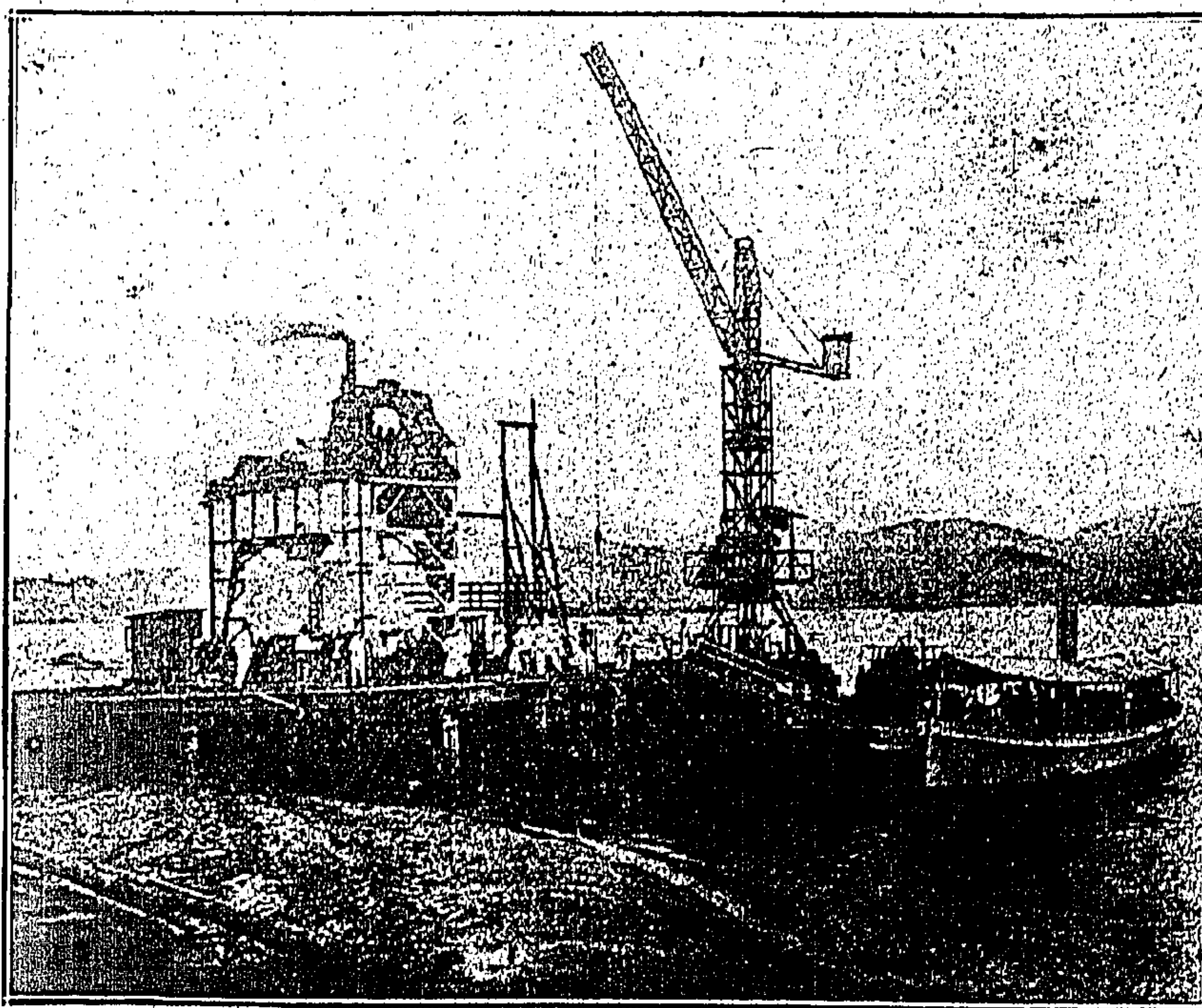
**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONGKONG.

**Artillery Company, H. V. D. C.**

Our photograph shows the Artillery section of the Hongkong Volunteer Defence Corps on parade at Headquarters after demobilisation. Major O. Wilson is in command, and on his right is the Corps Adjutant, Capt. L. D. Joll. (Photo by Ming Yuen.)

**The Governor's Visit to North Point.**

Our photograph shows H. E. Sir Edward Stubbs in a group at the site of the sea wall at North Point, being built to the order of the Ching Siong Land Investment Co. Ltd., during his recent visit. Mr. Kwik Djoeng Eng is the second figure to the left of the Governor, and Mr. Baker, the Port Engineer, is on His Excellency's right. Others in the group are Mr. A. G. M. Fletcher, Mr. Anderson, the Manager and staff of the Netherlands Harbour Works Co., and members of the staff of the Ching Siong Land Investment Co.

**Interested in the Work.**

H. E. the Governor and party are seen inspecting the work of placing the big blocks (50 to 60 tons each) on lighters to be taken out to the North Point sea wall. On the right is the "Victoria," on which the party afterwards proceeded to watch the operation of fixing the blocks in place.

**New Role.**

The former Crown Prince of Germany attended the greatest aviation meet held in Germany since the war, as the guest of honour of the management. He is shown in his aviator's costume.

**Home.**

The luckless aviator guiding this plane to earth at a Paris aviation field, misjudged his clearance with the curious result pictured above. The plane landed in an upright position on the roof of its own hangar, luckily injuring none of its occupants.

**At Ascot.**

Tall hats are de rigueur at Ascot. H. M. the King is seen at the top, with Queen Mary.



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and DISEASE GERMS.  
FLIES BRING TYPHOID, and  
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MOSQUITOES convey MALARIA  
COCKROACHES cause CANCER  
GO THROUGH THE HOUSE  
THOROUGHLY.

SPRAY

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FREELY.

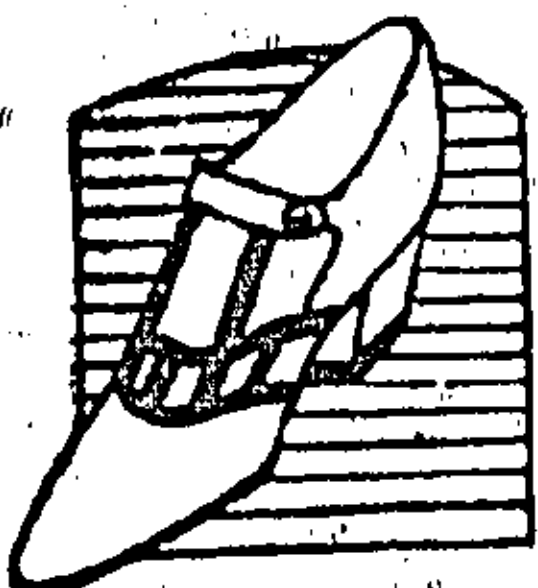
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Manila's Favorite!  
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AMERICAN FRUITS AND  
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No doors  
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In Casks of 375 lbs. net.  
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One Fine Large Coaster  
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Two Nearly New Steamers

FOR SALE CHEAP

Three New Large shallow draft motor  
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STEVEDORING CHEAT ALWAYS.

CHINESE CREWS  
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Monsoon there is always a  
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It yields Negatives of rich gra-  
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Paid-up Capital - - - 5,000,000  
Reserve Fund - - - 5,000,000

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Li Koon Chiu  
P. K. Kwok  
Ng Ching Luk  
Long Wai Ting  
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exchange business transacted—Loans  
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KAN OTONG PO  
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Hongkong, 16th February 1925.

## BANKS

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Issued and Fully Paid-up - - - \$20,000,000  
Reserve Fund - - - 2,500,000  
Sterling - - - 200,000  
Silver - - - 200,000  
Reserve Liability of Proprietors - - - \$20,000,000

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H. P. White, Esq., Deputy Chairman  
D. G. M. Bernard, Esq., Hon. Mr. A. O. Ling  
W. H. Bell, Esq., W. L. Patterson, Esq.  
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in LOCAL CURRENCY and  
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any day in a month no interest will be  
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Depositors may transfer at their option  
Balance of \$100 or more to the HONG-  
KONG AND SHANGHAI BANK to be  
placed on FIXED DEPOSIT at CUR-  
RENT RATES.

For the Hongkong and Shanghai Bank-  
ing Corporation.

A. H. BARLOW,  
Chief Manager.

Hongkong, 7th, January 1925.

### THE BANK OF CANTON LTD.

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Silver Reserve Fund - - - 700,000

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2% per annum on daily credit balances  
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SAVINGS  
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for 12 months 5% per annum  
" 6 " 4% " " "  
" 3 " 3% " " "  
on Demand 2% per annum

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LONDON BANKERS:—The Lloyds  
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Paid-up Capital - - - \$18,278,600.00  
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HEAD OFFICE: PEKING.

HONGKONG BRANCHES:  
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NEW YORK BRANCHES:—The  
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Overseas banking a speciality.

INTEREST—Current accounts 2 per  
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ETABLISSEMENT FRANCO  
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(Incorporated in France).

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France 50,000,000

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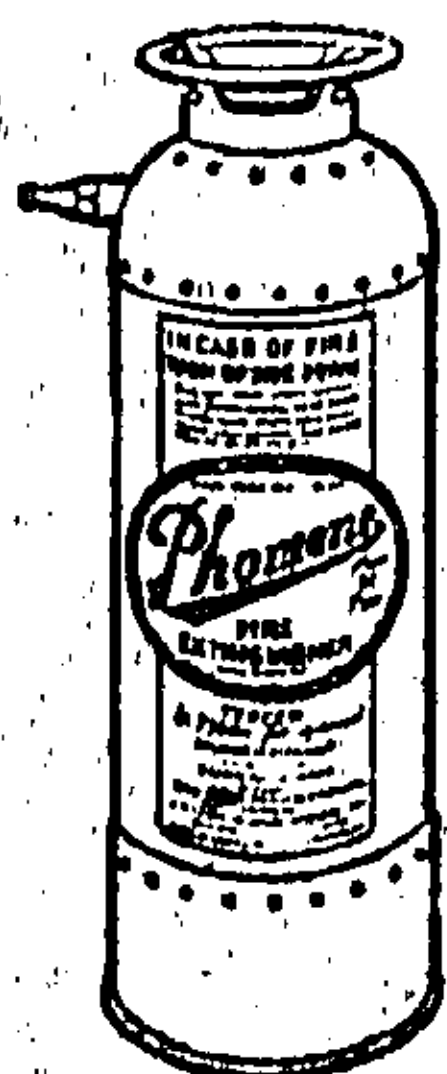
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## The Telegraph.

SATURDAY, AUGUST 15, 1925.

## THE LATEST SHOOTINGS.

A remarkable feature of the trouble in China is the way in which it has spread from certain defined points in almost spasmodic fashion. Commencing at Shanghai with a strike of mill hands, which culminated in rioting and the shooting of May 30th., the next serious incident was at Hankow, and then came the attack on the Shamen and its consequences. But singularly enough, while Peking might be taken to be the fountain-head of affairs, and certainly has been actively engaged in the controversies, it tasted little of the "strike" trouble for several weeks. And the same with Tientsin. Recently, however, the British Legation servants stopped work, and now we have very grave occurrences at Tientsin which recall the most serious features of the Shanghai affair. The main indication to be read into these outbreaks is that the trouble in China, far from being at a standstill, is yet an urgent problem, for which an early solution is necessary if further complications are to be avoided. We in Hongkong—rather do we refer to those who see beyond the mere surface of things—know that the future holds out far from bright prospects, and the conclusion of the worst part of the local strike but leaves us more time to contemplate the graver issues. Even then, our part in the general controversy is a small one in comparison with the questions that are engaging the attention of the Powers. Events such as the Tientsin riots serve but to remind us of this fact. And the query arises whether the nations concerned are really making the best of the situation, or whether international suspicions and domestic difficulties are forcing them to adopt a somewhat dangerous policy of drift, in the hope that matters will possibly right themselves or at least become less menacing. Meanwhile, the latest news of rioting raises fresh considerations vis-a-vis the origin of the present agitation. At Shanghai, a police station was attacked which was defended by forces under a British officer, so that the order to fire on the mob was easily turned into an

alleged instance of foreign "imperialism". At Nanking, and now at Tientsin, the firing has had to be done by Chinese police and troops. This shows up the holowness of the whole basis of the anti-foreign trouble. But it has not quenched the fires set alight by the agitators: rather is it likely to be made a means of adding fuel to the flames. Already we find the Chinese irresponsible "blaming" foreigners for the Tientsin events, and hence for the results. Recently, the factories of China set on foot a dastardly canard that the Nanking shooting was done by British marines. It merely goes to show what the tenseness of the anti-foreign feeling is like; and it again emphasises the urgent necessity of bringing matters to a head. While the diplomats watch, and presumably wait, events are almost daily shaping themselves towards enhanced difficulty. We do not pretend to know all that might be going on behind the scenes, but judging from outward appearances the Powers are running risks in their seeming hesitant attitude, the elements of disorder taking courage thereby. Such a state of affairs cannot be continued indefinitely.

## Kowloon Ricksha Coolies.

The two cases which occupied the attention of the Kowloon Magistrate yesterday in which ricksha coolies were charged with offences arising from their insolent attitude towards Europeans are, we are sorry to say, symptomatic of the general spirit abroad these days. It is perhaps an inevitable outcome of the general situation, but it is very sincerely to be regretted. So far as the Kowloon ricksha pullers are concerned, lots of them are often in danger of incurring the wrath of their passengers because of their cheeky and almost truculent behaviour. Knowing the various destinations of the regular residents there is an annoying discrimination shown at the ferry wharf and a man who lives a little way up Nathan Road often has to grab a ricksha and make the puller accept him. The coolie then thinks he will get level with the fare by going much slower than usual and when the fare dares to ask the man to go faster there is much mumbled grumbling. At the end of the journey when the legal fare is paid there is often the use of bad language which goes unchecked because of the ignorance by Europeans of the Chinese language. Matters of late have become quite bad, and Col. Matthews has performed a useful public service by prosecuting an offender. Perhaps, when the general relationships between foreigners and natives become more normal, we shall witness an improvement in the demeanour of the Kowloon ricksha pullers. At least it is to be hoped so, because a continuance of the present spirit will only hasten the day when rickshas will appear no more in our public streets. That day is coming without fail, for mechanical propulsion will assuredly oust human labour, even out here in the Far East where the supply of such labour is so plentiful and cheap. Meanwhile, it should be everybody's business to keep relations as cordial as is possible in the circumstances and, although we laud the two prosecutions yesterday as being just and deserved, we would exhort foreigners generally to exercise restraint upon impatience.

## French Train Smash.

Taking into account the vast number of express trains which daily traverse thousands of miles over railway tracks which include a maze of intricate points, it is little short of marvellous that serious railway accidents are so few and far between. The news which came through yesterday of the terrible train smash at Amiens, France, by which a Boulogne express was partially wrecked and in which so many people were killed and injured, must have made depressing reading for all, especially when it was learned that the accident was due to the misjudgment of the engine driver. Perhaps there is no class of worker in the wide world on whom is imposed a greater strain and responsibility than on express engine drivers employed on the great railway systems of Europe and America, and it has been a proud boast among them that the ratio of accidents to the number of trains is surprisingly negligible. Few folk realise the immense physical and nervous strain imposed upon the man in charge of a fast locomotive which is drawing a crowded train at high speed over miles of track on which, at every few miles, occur head-on points and swerving junctions. A mistake in judgment, an overlooked signal—dozens of possibilities—and there is a catastrophe. The driver of the Boulogne train entered a station at 56 miles per hour instead of at 26 miles and applied his brakes too suddenly. That, according to Reuters, was how the accident happened, and that is the charge of negligence against which the unfortunate man will have to defend himself at the inevitable enquiry. There will be general and widespread sympathy for the relatives of those who lost their lives and for those who have been injured, and while there will be censure and blame for the man at fault, there will be much sympathy too—the sympathy that we humans are all prone to err.

## DAY BY DAY.

IN REAL LIFE...THE SERIOUS AND THE COMIC, THE SUBLIME AND THE GROTESQUE, THE PATHETIC AND THE LUDICROUS, ARE MINGLED TOGETHER.—Longfellow.

The rate of the dollar on demand to-day is 2s. 4.1/16d.

There was a clean bill of health in the Colony on Thursday.

Tenders are being called for the erection of a water tank and tower at Kowloon.

An examination for appointments as Probationary Clerks in the Government Service will be held at Queen's College on Friday, August 21st.

Last month's report of the Royal Observatory records that 20.66 inches of rain fell, the highest for one day being 10.38 ins. on the 17th inst. The highest temperature recorded was 92.3, the mean for the month being 82.5

Mr. Cyril Champkin, former Commissioner of Boy Scouts, Hongkong, of the P. & O. Banking Corporation, Shanghai, has undertaken duties of Commissioner, Shanghai Branch, during the absence on short leave of Mr. F. C. Millington.

Mr. Chan Waan-fan, father of the well-known Chinese politician Mr. Chan Kok-man, and uncle of General Chan King-ming, passed away in Hongkong a few days ago, at the age of eighty-five. When General Chan had heard of the news in Shanghai, he sent two important officers Mr. Chung Chau-naam and Mr. Chung Lok-tsun to help in the arrangements of the funeral and sent one thousand dollars as a contribution towards the expenses.

A Nottingham bricklayer, I read, claims to have already killed over 20,000 wasps this season. I can only conclude that bricklaying must be merely his spare time hobby.

Mr. Chauncey Depew, America's nonagenarian orator, has been saying that the curse of his native land is not drinking but eating. I am inclined to agree. When I was in New York last fall I couldn't enter a restaurant without finding people eating, and the hours they spent over Quick Lunch you would never credit. One day I saw two men at the table, next mine, masticate their way through the following table d'hôte:—  
Clam Powder  
Curried Molasses  
Canvas-backed Terrapin  
Planked Chicken  
Pumpkin Pie  
Sweet Corn  
Sour Corn  
Buckwheat Cakes  
Waffles.  
And when they'd finished, one looked up at the other and said: "Say, Cy, dolgarned peach of a lunch. Have another with me?" And this, I fancy, satisfactorily answers the question of the little boy who wanted to know why Americans' watch-chains fit so tight to their waistcoats.

At a recent Press dinner a well-known newspaper proprietor predicted that ere long newspapers will be published every hour. Good! I dislike the habit so many of our London evening papers have contracted of being published every few minutes.

## MIXED

ASHLEY STERNE

## GRILL

AUTHOR OF  
TWISTED TALES.

I spent last week end on a visit to a friend in the country. His very cordial invitation concluded with the words "P. S. The nightingales are now in full song"—a statement which I at first took to be an inducement, but which I now feel was meant to be a friendly warning.

Never having heard the nightingales I welcomed this opportunity to make the acquaintance of this celebrated nocturnal fowl, and I went down to Sussex with pleasurable anticipation of hearing those golden notes which inspired Keats to such ecstasy. The sequel can best be explained by a quotation from my diary.

Friday. Sat up from 10 p.m. till 3 a.m. waiting for nightingales. Think it must have been their night off. Heard nothing except four motor bicycles and a pig.

Saturday. Sat up from 10.30 p.m. till 4 a.m. waiting for nightingale weather. Heard cow moo at 2.15. Think caught slight quinsy.

Sunday. Very tired and sleepy all day. Went to bed early, but was kept awake from 9.30 p.m. till sunrise by flock of non-stop nightingales shrieking.

Little boasts.... If ever I meet Keats....

My next country week-end shall be spent on an ostrich farm.

RYTHMS WITHOUT REASON.  
XXVIII.  
A Wardour Street waiter named Vaux,  
At waiting's so terribly slaux,  
That there's time during dinner  
To walk down to Pinner,  
And all the way back to  
Saubaux.

Only too willing to boost our British Empire I spent last Tuesday morning in Hongkong (at Wembley) and gather that the native population of Hong is 50, including 3 Irish commissioners. They talk the tonic soifa dialect. The principal industries are preserving ginger and looking at the Harbour from the Peak Road. The water in the Harbour is only half-an-inch deep and is very prettily planted round the margin with geraniums and Christmas trees. From Tai-koo dockyard there's a splendid view of Ben Nevis. In the High Street, just opposite the chop suey restaurant, there's a lifesize junk, which I mistook for an edible bird's nest, as there were two sparrows sitting in it. Seeing "Special Chinese Cock-tail" on the menu of the restaurant I went inside and had one—a glorious mixture of about 47 ingredients which at once made

me feel like four aces in one hand. If that's the usual drink of the country I'm not going to waste any time: I'm going to buy an umbrella and a couple of chopsticks and start by the next boat. Look out for me from the Peak Road. I shall be smoking a Nam Hung cigar and wearing a kam gat in my buttonhole.

At a recent Press dinner a well-known newspaper proprietor predicted that ere long newspapers will be published every hour. Good! I dislike the habit so many of our London evening papers have contracted of being published every few minutes.

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## OBITUARY.

MRS. J. P. MORGAN.

New York, Aug. 14.  
The death has occurred of Mrs. J. P. Morgan, wife of the noted financier. She has succumbed to sleeping sickness.—*Reuter's American Service.*

A seaplane of H.M.S. Hermes carried out a flight over part of the harbour and Kowloon, shortly before 8 o'clock this morning. After circling it made for the north-west and was seen lost to sight.

## MISS MCKANE'S VICTORY.

Forest Hills, (U.S.), Aug. 14.  
Playing in the Wightman Cup contest, Miss McKane beat Mrs. Mallory 6/4, 5/7, 6/0.—*Reuter.*

Later.  
Miss Helen Wills defeated Miss Joan Fry 6/0, 7/5.—*Reuter.*

The Government Gazette announces that H. E. the Governor has been pleased, provisionally, to recognise Mr. R. O. Tradwell as Consul-General for the United States in Hongkong.



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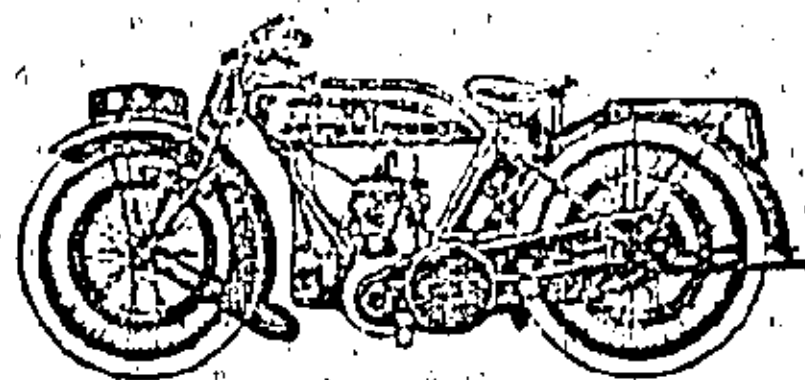
AM 30 PLACED TO TELL YOU THAT THE SPIRIT OF MY SAILOR RAN SMOOTHLY ON THE SPIRIT ALL THROUGH MY FLIGHT OF 14000 MILES FROM HOME TO AUSTRALIA HE HAD SOME EXPERIENCES FLYING THROUGH THE RAIN AND THE DRAUGHTS OF THE MONSOON IN STAM AND THE DRAUGHTS ALONG THE AUSTRALIAN COAST THERE WAS THE TWO HILL STATION AS ONE INSTANT BUT THE POWER WE ASKED FROM SHELL NEVER ONCE FAILED I AM DELIGHTED WITH THE CONCEPTION OF THE ENGINE NOT OVERHAULED SINCE WE LEFT HOME WHICH PROVES HOW CLEAN THE SHELL SPIRIT IS THERE REMAIN 20000 MILES TO GO BEFORE WE GET BACK TO HOME NO DOUBT UNDER DIFFERENT CONDITIONS BUT THROUGH THESE I AM SURE SHELL WILL CARRY US SAFELY THIS IS THE FIRST TIME AN ENGINE HAS FLOWN 10000 MILES WITHOUT OVERHAUL WHICH IS A GREAT TRIBUTE TO SHELL

— FINKEO —

## B. S. A. MOTOR CYCLES



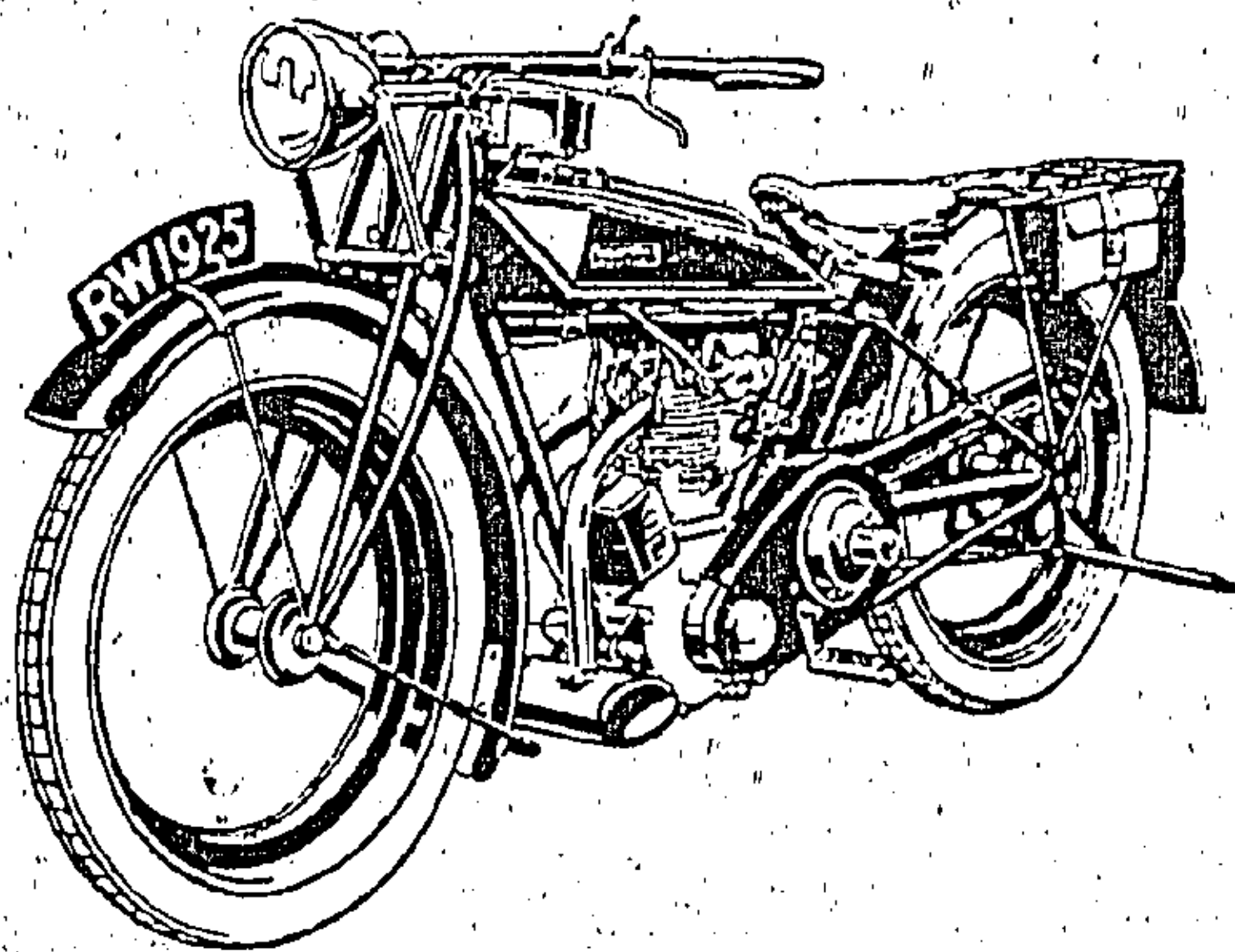
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## MOTOR NEWS FROM GREAT BRITAIN.

BY "R. A. C."

(Special to the Hongkong Telegraph)

### The Road and the Vehicle.

Economy in motor transport is dependent on two main factors: namely, the quality and efficiency of the vehicles used and the suitability of the roads as regards their general lay-out and also their construction. During the last year or two many and very successful efforts have been made to produce vehicles capable of working where roads are non-existent or unworthy of the name. With such vehicles is existence motor transport becomes a practical proposition in many overseas districts from which it has hitherto been excluded.

The latest type of vehicle suitable for cross-country work is a very original six-wheeler designed by Karrier Motors, of Huddersfield. This is not of the ordinary flexible type, which really means a close combination of a tractor and trailer. All the three axles are carried from one frame, but there is great relative flexibility as between the various axles, so that, whatever the surface of the land traversed, all the wheels remain in contact with the ground and all the four driving wheels continue to bear their share of the work of propulsion. The vehicle has a supplementary gear box, the purpose of which is to provide a different range of speeds for running slowly across country or comparatively fast on made roads. Thus the result is a machine of thoroughly efficient and durable character when used on ordinary roads, but comparable to the chain track type of vehicle on its ability to negotiate rough country.

Meanwhile, the chain track principle is making considerable progress. Take, for example, the "Sentinel-Readless" steam tractor. This very powerful unit has the double advantage of being independent of the existence of roads and of the availability of liquid fuel at a moderate price. It will burn practically any solid fuel, and the design of the tracks is such that they possess exceptional flexibility in all directions, with the result that steering is easy and the tracks conform to the contour of the ground and give a very steady and consistent tractive effort.

A good deal could be done to render a vehicle suitable for cross-country work without necessarily resorting to chain tracks or adding to the number of wheels. Thus under many conditions the four wheel drive exemplified by the British F. W. D. vehicles solves the problem in a perfectly satisfactory manner. In this case every ounce of the weight of the vehicle and its load assists in securing adhesion and consequently there is far less liability to become ditched than if the ordinary four-wheeled vehicle with only rear axle drive were employed.

Whatever efforts may be made to solve the problem of the cross-country vehicle, it must, however, be remembered that at the very best it is impossible by their means to secure that economy in transport that can be had where good roads are available. On unmade and soft surfaces a greater tractive effort must always be required, which means more consumption of power and of fuel. Also the strains to which the vehicle is subjected must be greater, resulting in more rapid wear and tear. In towns where a good network of roads already exists, one of the most frequent causes of loss of economy is the necessity for periodical reconstruction of the road surface. It is largely for this reason that so much importance attaches to the new rapid-hardening cements, of which Ferrocrete is the outstanding example. Tests of this material show that after an interval of four days its strength is 3½ times as great as that of ordinary cement. Many of the roads in London have recently been relaid with Ferrocrete and the normal flow of traffic has been comparatively trifling, because the material hardens so rapidly that the road can be quickly re-opened without injury, and almost as soon as it has been laid is able to bear the whole weight of heavy traffic, which, if ordinary cement were used, would cause irreparable harm unless ample time were given for hardening.

### The Exhibitions

We are now closely approaching the motor exhibition season in London. This year the series of shows will be very complete. It opens with the Cycle and Motor Cycle Show (September 21st-26th) which will be of greater importance than ever owing to the fact that there is to be no Paris Salon this autumn. Consequently there is every inducement to European and other overseas buyers to visit Olympia. Moreover, the Exhibition is held while Wembley is still open and an unusual number of guests from overseas are in London.

Next will come the Car Show (October 8th-17th) organised by the Society of Motor Manufacturers and Traders, which will be as representative as ever, both of the British manufacturer and of his foreign competitor.

Subsequently we shall have the Commercial Vehicle Show (October 25th-November 7th) which will be of special interest inasmuch as two years will have elapsed since the last exhibition of this particular kind. Finally, motor boats and marine engines will occupy a very prominent position in the Shipbuilding and Engineering Exhibition at Olympia (November 23rd-December 6th).

Overseas visitors to the Shows, requiring accommodation for their cars in London, should make a note of the name of Messrs. Show & Kilburn, of Wardour Street. This firm, besides being the sole agents for London and district of Vauxhall cars, has very extensive and admirable garage accommodation in several parts of London, and is well able to look after a car, to undertake its entire maintenance, and to give any service that the motorist may require. Moreover, those who are coming home for a few months on leave often wish to know where they can buy a car for temporary use and get a good price for it again when they leave Great Britain.

The All-British Motor Show held in Melbourne last year under the auspices of the Association of British Motor Manufacturers, and the British Cycle and Motor Cycle Manufacturers Union was so successful, both from the financial point of view and, which is more important, from the standpoint of the business done, as to have led to the organisation of a similar exhibition on a somewhat smaller scale at Adelaide in July of this year. Widespread enquiries are now being made as to the desirability of holding similar exhibitions in other parts of the Empire Overseas. One of the difficulties is, of course, the availability of suitable buildings, and this is understood to have at least postponed the intention to hold a show at Sydney.

### A Book for Overseas Motor Cyclists.

Quite the most interesting publication ever yet produced from the point of view of the Overseas motor cyclist is the recently published Overseas Annual issued by "The Motor Cycle." It contains a series of very valuable and informative articles giving much useful information and advice. It also comprises a complete buyers' guide to motor cycles of all types, and a large number of useful tables and diagrammatic illustrations. The book will be widely on sales throughout the Empire and every motor cyclist, present or prospective, will find it good value for money.

### Indian Rajah's Fleet of Cars.

The Maharajah of Jodhpur has recently acquired an extremely fine fleet of British motor cars. Two of these are examples of the 30-98 h.p. Vauxhall with luxurious polished aluminium body, by Barker. One is a two-seater, and the other a four-seater. This car is famed for its power development and speed, and with a racing body is guaranteed to lap Brooklands at one hundred miles an hour.

The Maharajah of Jodhpur has also purchased no less than five Rolls-Royce cars. Naturally the appearance of the new model 40-50 Rolls-Royce has created a very big stir. Magnificent as was the performance of its predecessor, the "Silver Ghost," that of the "New Phantom" is even more remarkable, the engine

giving about 32 per cent greater horse power than the old engine at the same speed.

### The Big Bentley.

Very great interest has also been aroused by the appearance of a new production by Bentley Motors Limited, whose 3-litre cars have created such a name for their manufacturers. The old model is in no way superseded, but the big Bentley is a new departure of the firm, inasmuch as it has a six cylinder engine of slightly more than double the capacity of the old four-cylinder model. The idea is to give unusually good road performance with heavy bodies of the largest dimensions. The new engine is extremely interesting. The induction pipes are specially arranged to give an unusually perfect distribution with a single carburettor, so that the car will run at a slow walking pace on top gear and will thence readily and smoothly accelerate to a very high maximum speed. The engine has a single overhead camshaft driven in a unique manner by three coupling rods, connecting the camshaft to a cranked shaft driven at half speed by two plain helical pinions.

### A Scintillating Star.

In the sphere of sporting cars "The Autocar," which never indulges in unjustified eulogies, pays extremely high compliments to the new 12-40 h.p. sporting Star, stating that few cars tested over their Midland route have given such meteoric performance or been more fascinating to handle. The engine is particularly remarkable, since with a fairly long stroke at high pressure ratio, it remains extraordinarily sweet from end to end of its range. It is very free from any noticeable vibration and can be driven slowly almost to stopping point on top gear without betraying any tendency to thump.

### Special Overseas Four-Cylinder A. C.

A special type of four-cylinder A. C. car is now available in which the design has been modified with a view to overseas requirements. The A. C. patent clutch, hitherto only fitted to the six-cylinder models, is incorporated. This not only simplifies gear change, but is wholly unaffected by water. The dynamo is carried in front of and on a

level with the top of the engine, and the starter is similarly elevated to a high position above the top of the flywheel. The main universal joint is automatically lubricated from the main supply, no fabric joint being used in the A. C. design.

### Driving in the Rain.

All motorists will agree that the ordinary hand-operated windscreen wiper is a very inadequate solution of the problem of securing clear vision during a rain storm, necessitating as it does the almost constant use of a hand which is frequently wanted for other purposes. The new Smith automatic wiper works on a quite original principle, being operated from the speedometer drive, its speed varying with that of the car. It is perfectly easily fitted and is equally suitable for either open or closed cars.

## TYRES OF FLAX.

### HENRY FORD'S LATEST.

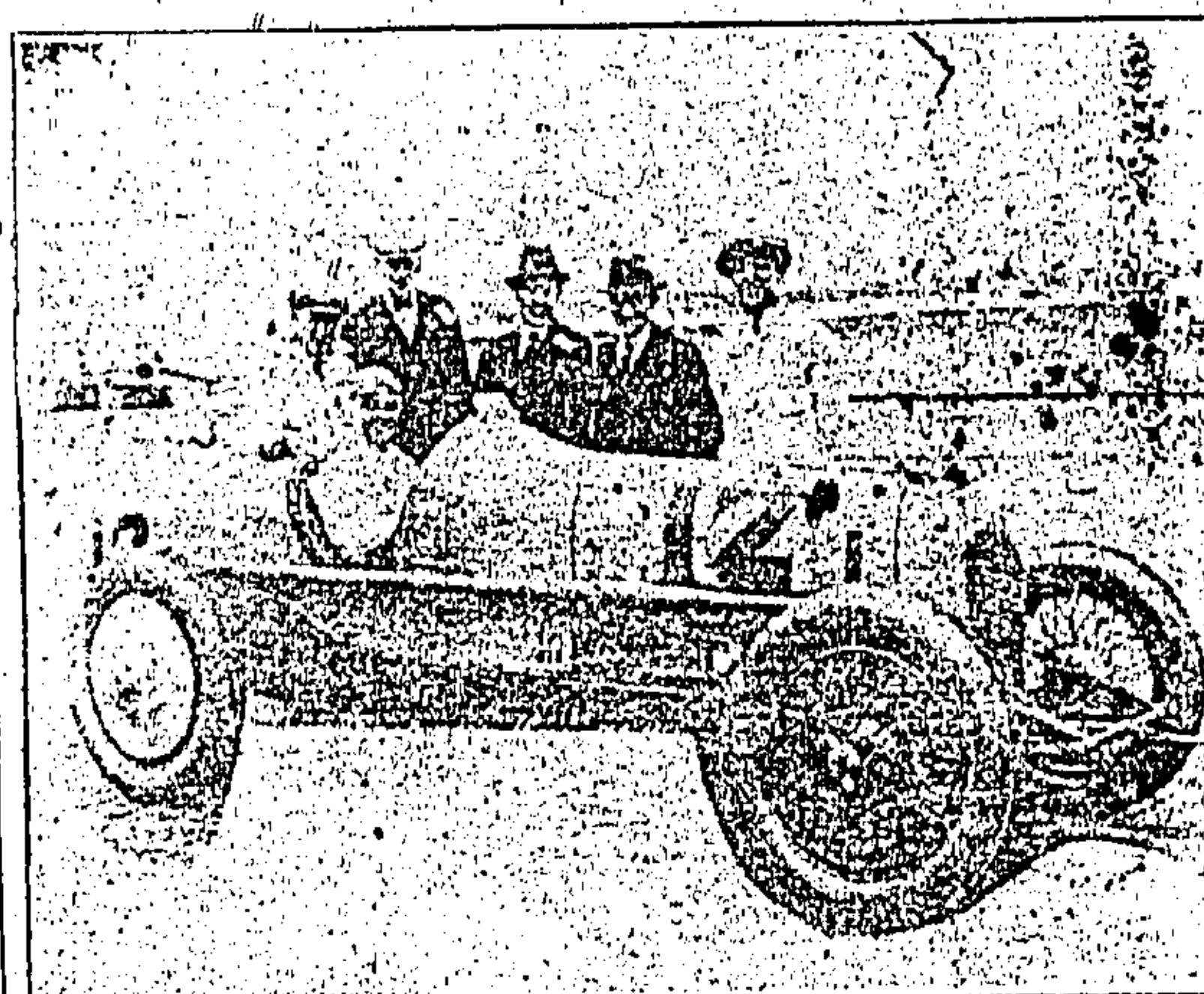
Detroit, July 8th.—Henry Ford may benefit the automobile world in another way.

His engineers are experimenting on the use of flax for tyres, instead of cotton.

This would mean replacement of some 24,000,000 square yards of cotton fabric annually, the amount used up in the construction of tyres.

Ford engineers have already succeeded in producing an artificial leather based on flax fabric, rather than cotton. They are testing methods for producing a fabric that may be stronger even than cotton.

## NEW WORLD'S 500 MILE RECORD ESTABLISHED.

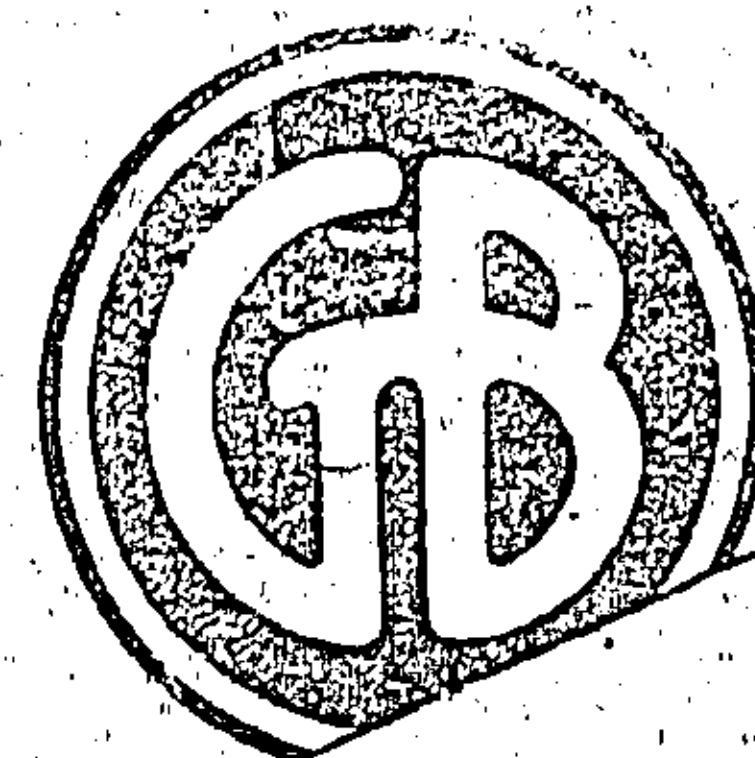


Balloon tyres were for the first time in any large race used at Indianapolis Races and the results surpassed even the most sanguine expectations of the racing drivers themselves. A new world's record was made. The first ten winners were all on Firestone Full Size Gum Dipped Balloons—Size 5.25/20.

After the race Peter de Paolo made the following statement:

The plain facts are that without Firestone Balloons I could not

have put it over. I felt safe on those big tyres on the turn as well as the straightaway. And it was the higher speed on the treacherous turns that made it possible for me to finish the race with the average for the 500 miles of 101.13 miles per hour breaking all track records from 10 to 500 miles. What's more, I finished without the usual physical exhaustion; in fact it was the most comfortable race I ever drove on the Indianapolis track.



## GRAHAM BROTHERS TRUCKS

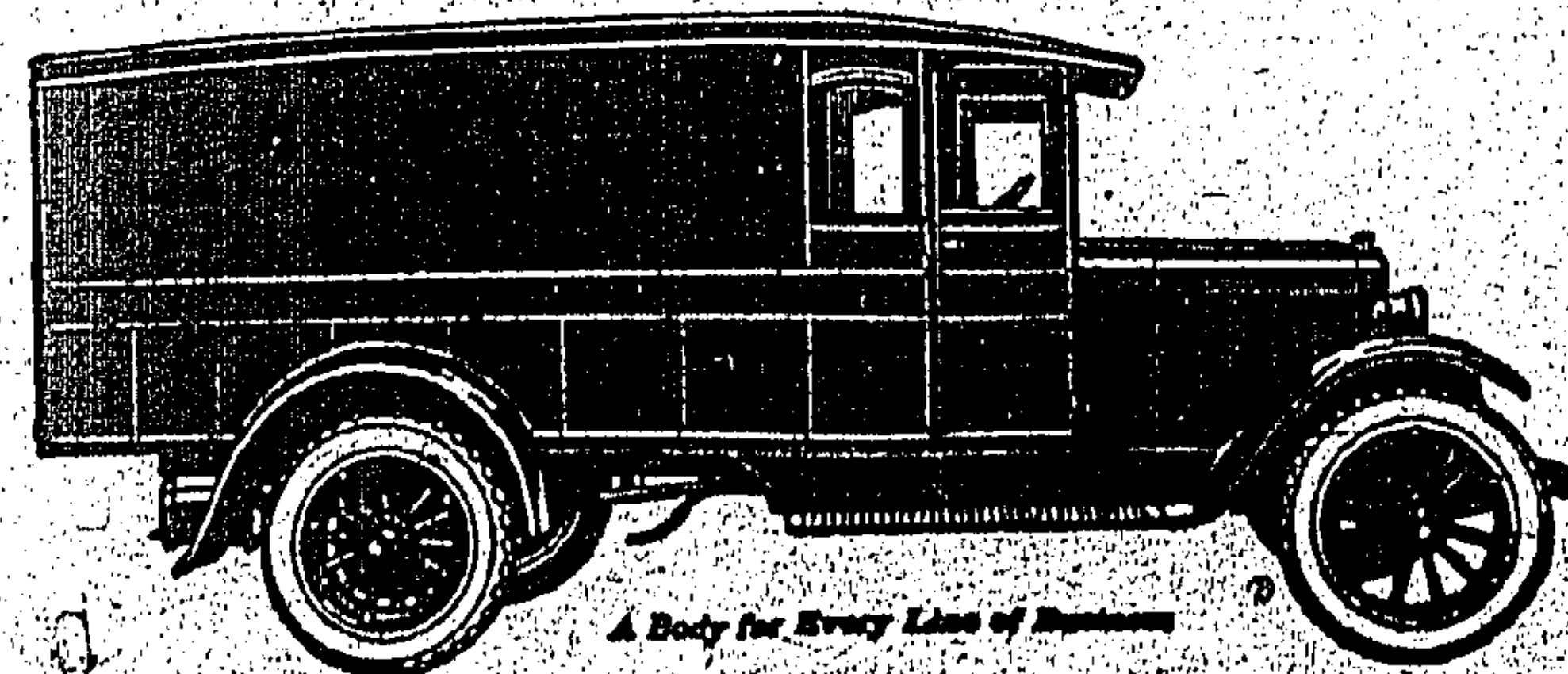
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

Graham Brothers Trucks are operating successfully in 343 different lines of business.

No more emphatic evidence could be desired of their suitability for every kind of commercial hauling.

**TAE DRAGON MOTOR CAR CO. LIMITED.**

33, WONG NEIO HUNG, ... HAPPY VALLEY.





## Harley-Davidson Lightweight

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder and overhead valve solo machines, equipped with electrical system have been ordered.

According to the factory tests, this small machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.


Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment.

### ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles, Combinations and Spare Parts.

For moderate cost of repairs Telephone K. 1249.

**THE GASCON MOTOR COMPANY.**

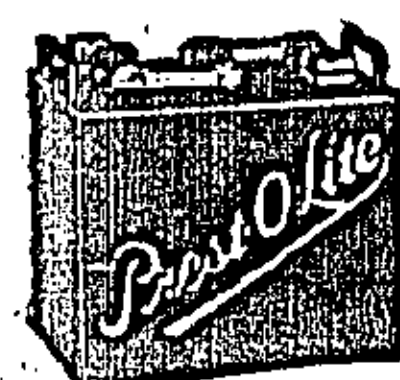


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GASOLINE

## Prest-O-Lite

THE OLDEST SERVICE TO MOTORISTS.

Volts	Amp. Hrs.	Tyre	Replacement for	Price Each.
6	8	63—W.R.	Harley, Indian, Henderson Etc.	H.K. \$ 21.00
6	90	613—J.F.K.	Essex, Overland, Cleveland	H.K. \$ 41.00
6	100	611—J.F.K.	Hudson, Templar, Maxwell	H.K. \$ 54.00
6	90	611—R.H.N.	Ford, Buick, Chevrolet, Gray	H.K. \$ 41.00
6	100	613—R.H.N.	Buick, Chandler, Oakland	H.K. \$ 52.00
6	157	619—R.H.N-23	Cadillac, Lincoln, La Fayette	H.K. \$ 82.00
6	192	611—S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 55.00
6	112	613—S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 64.00
6	135	615—S.H.K.	Cole, Haynes, Winton	H.K. \$ 72.00
6	160	617—S.H.K.	Paige, Packard, Pierce-Arrow	H.K. \$ 81.00
12	45	127—R.H.K-4	Briscoe, Kirt, Morris	H.K. \$ 63.00
12	50	127—S.H.K.	Dodge	H.K. \$ 75.00
12	70	129—S.H.K-3	Morris-Oxford	H.K. \$ 93.00
12	92	1211—S.H.K.	White, Rolls and Loco	H.K. \$108.00
6	90	69—R.H.R.	Radio A	H.K. \$ 64.00
6	87	611—R.H.R.	Radio A	H.K. \$ 41.00
24	4500 M.A.	24—L.R.R.	Radio B	H.K. \$ 27.00



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**Hongkong Hotel Garage**

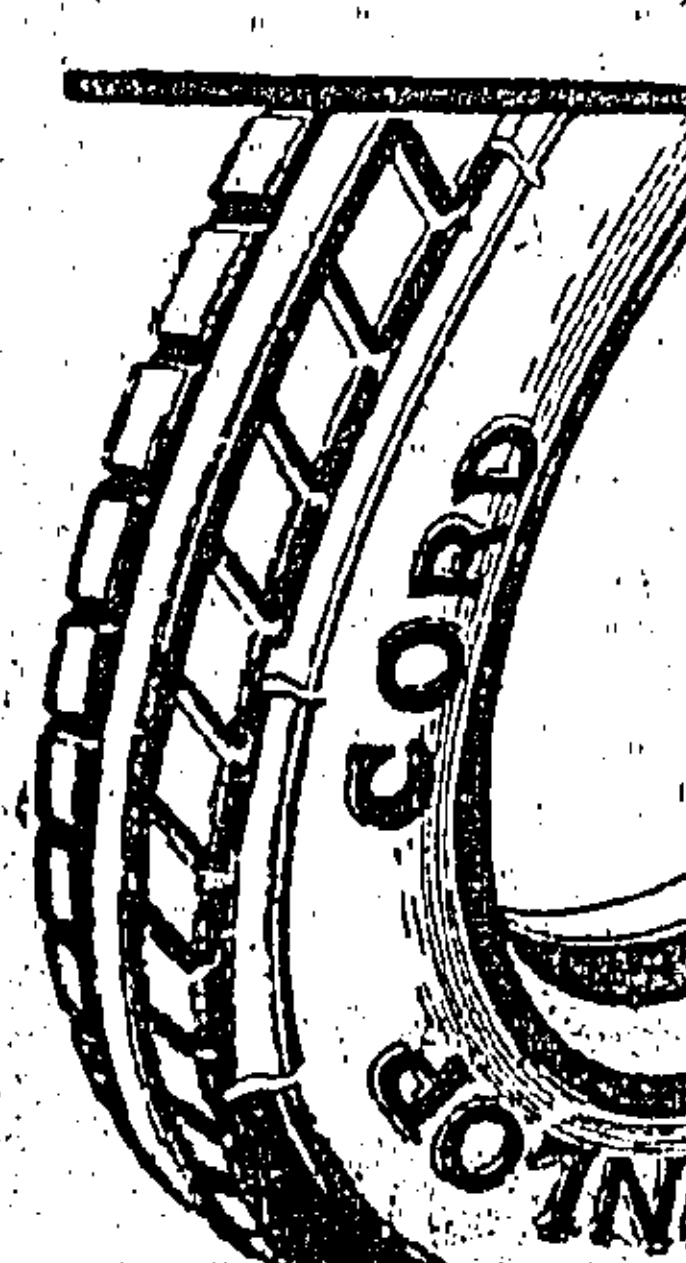
(The Hongkong & Shanghai Hotels, Ltd.)

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## DUNLOP

### CORDS



BE GUIDED BY THOSE  
WHOSE BUSINESS IT IS TO  
KNOW, AND WHO DO KNOW.

The fact that 95% of  
British Car Manufacturers  
fit DUNLOP tyres as  
standard equipment is a  
striking tribute to the  
superiority of the Dunlop  
tyre.

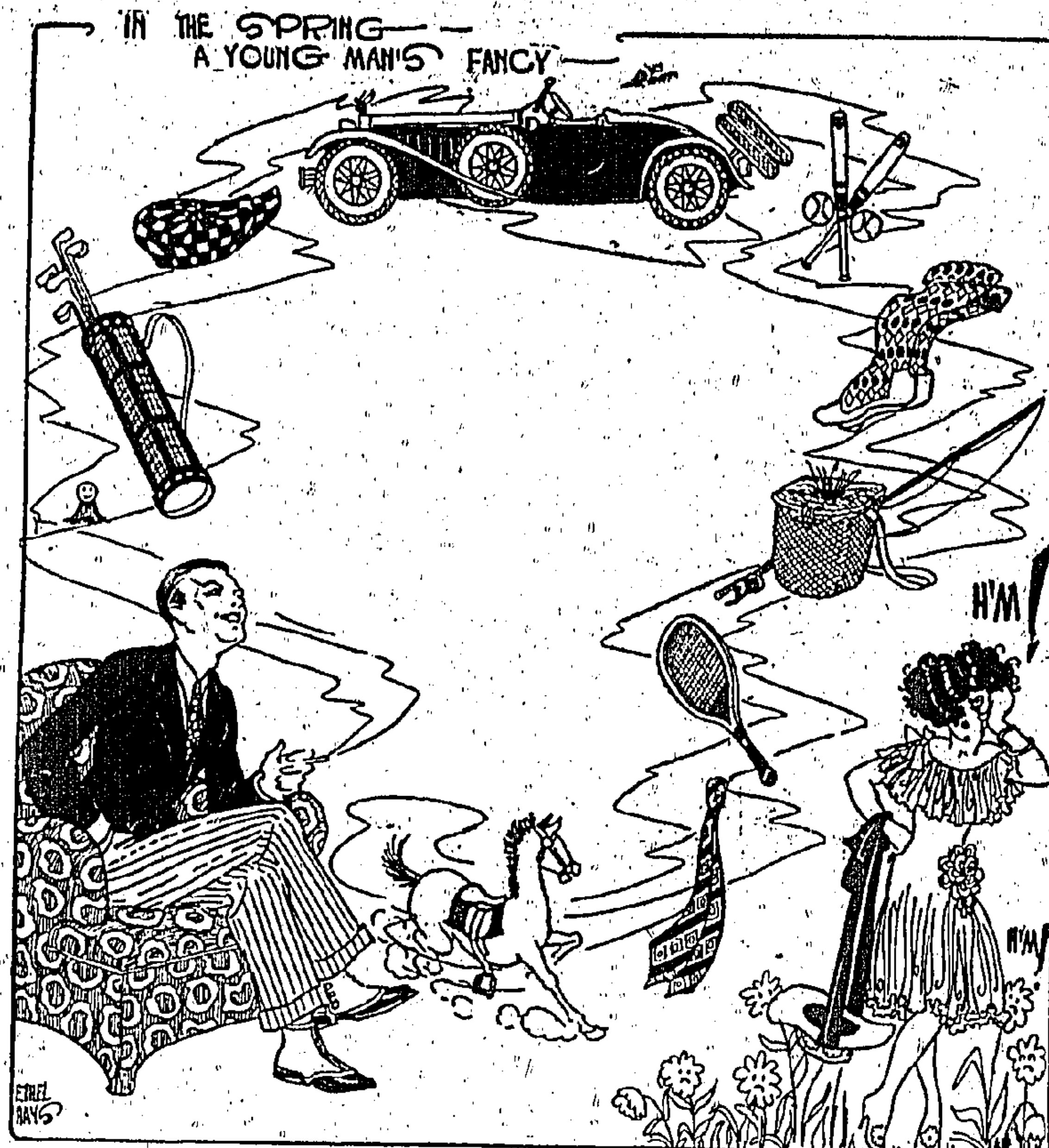
Behind the Car manu-  
facturers' choice is their  
practical knowledge of  
tyres and tyre values.

FOLLOW  
THE CAR MANUFACTURERS'  
LEAD—THEY KNOW.

DISTRIBUTORS

**HONGKONG HOTEL GARAGE.**

## IS THAT OLD LINE TRUE?



### NIGHT DRIVING.

[BY WALTER P. CHRYSLER.]

At present night driving is too often an anxiety and danger to the motorist. It will remain so until scientists devise some form of lamp which will give bright light without dazzle. This is well within the range of possibility but till the perfect anti-dazzle lamp arrives the danger of the roads at night remains.

There are two schools amongst night drivers—the dimmers and the anti-dimmers. The dimmers allege that bright lights dazzle the on-coming driver and cause accidents, and that it is only courteous to switch off bright lights as one approaches another driver.

But when one examines the record of road accidents it will be found that most accidents occur through dimming. The dimmer may not blind the approaching driver but he blinds himself. For the moment, if a cyclist or a pedestrian or a turning car in front of him is temporarily

blind. In the few seconds before his sight adjusts itself there are terrible possibilities of accidents.

On the other hand if lights are kept on full and the driver keeps well over to his own side of the road accidents rarely happen. This is especially the case if the driver trains himself to look straight in front of his car and to resist the impulse to stare at the bright lights approaching him. This requires a certain firmness of mind. It is, however, the only way to safety when night driving.

If the rule of keeping well to your own side of the road be maintained half the danger of dazzle has gone. But the night driver who keeps in the centre of the roadway is always looking for trouble and usually gets it.

It is difficult to obtain full particulars of night accidents. Most records of motor accidents do not differentiate between day and night mishaps. But whilst many accidents are recorded through dimming comparatively few are attributed to dazzle.

So till the ideal non-dazzle light arrives my advice to the night driver is dazzle rather than dim.

### FIRST PASSENGER ON FORD PLANE.



Rules barring passengers on the Ford airplane line were broken recently when at the orders of Henry Ford a woman passenger was carried from Detroit to Chicago. The woman, said to be Mrs. O. M. Ruddiman, of Detroit, was afforded the privilege because of an emergency call. She is shown boarding the plane.

## MICHELIN TYRES

OFFER YOU THE  
**MAXIMUM**

**SERVICE**

AT THE  
**MINIMUM**

**EXPENSE**



Full stocks carried by

**THE EUROPE-ASIA  
TRADING CO.**  
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Ask To See The Balloon Tyres

### DRIVE IN

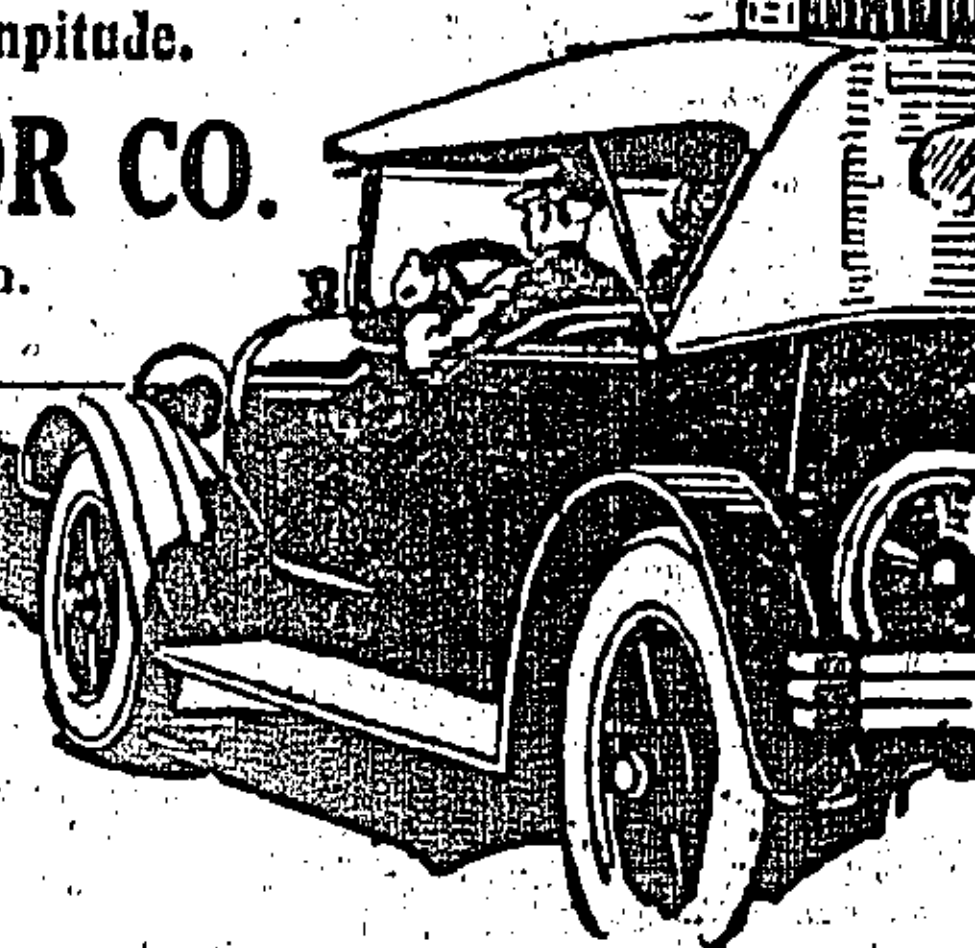
To Hongkong's First Filling Station  
Texaco Gasoline, Oils and Greases  
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR — Phone K.226.

For General Service and Promptitude.

**THE DURO MOTOR CO.**

Nathan Road, Kowloon.



## THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

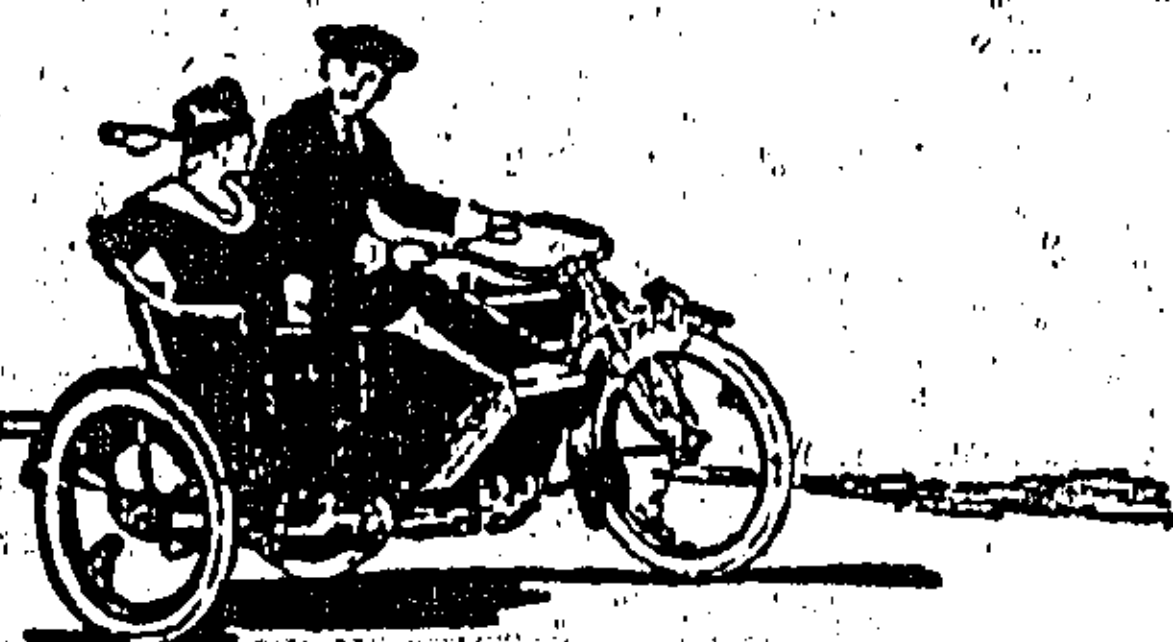
Please call or Telephone C. 1036.

**HONGKONG & KOWLOON TAXICAB CO., LTD.**

33 & 35 Des Vœux Road Central.



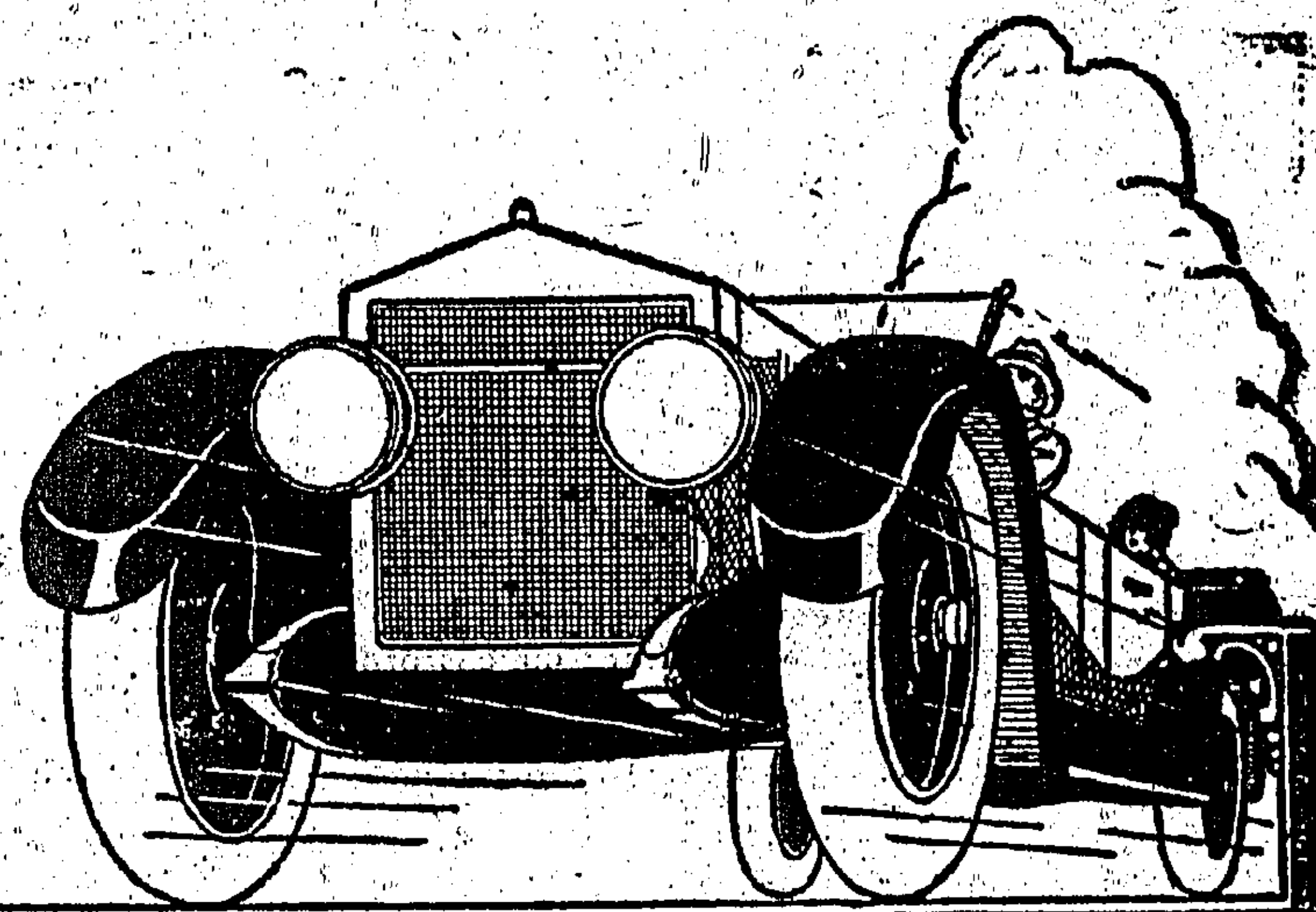
# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 15th. August, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

### Lady Motorists.

Driving back from Repulse Bay the other evening, a local resident told us that he counted no less than five lady drivers on the road. Perhaps such a number within a short space of time constitutes a record for Hongkong, but at the same time there is nothing very remarkable in the fact that cars should be driven by the fair sex. In other countries no more notice is taken of a lady at the steering wheel than in the custom of less recent times when members of the "weaker sex" were to be seen riding a dashing steed, or even driving a four-in-hand. As a matter of fact, it is a far safer procedure to manage an automobile than to control a spirited horse, either from the seat or saddle.

### Driving as Recreation.

Driving a car a few years ago before the age of self-starters, certainly had its drawbacks as far as lady drivers were concerned, because considerable muscular effort was usually required for the cranking process. Now, however, all that is a labour of the past, and the modern motor car requires practically no effort to either start or drive it. As a healthy recreation entailing the minimum of exertion, motoring has no rival, and it is therefore not to be wondered at that the number of lady drivers is increasing.

### Motoring Schools.

In Europe, there is hardly a city of any standing which does not boast of at least one reliable and well managed school inaugurated solely with the object of catering to those desirous of becoming proficient in the driving of motor cars. Many people take advantage of these schools without any immediate intention of owning a machine, but who nevertheless obtain much enjoyment in occasionally hiring, or, if they happen to have generous friends, borrowing a motor car for a few hours. We imagine that were it possible for responsible persons to hire a car in Hongkong, a large number would gladly pay the necessary fees to be taught driving so that they could book a car sometimes for the week-end. What about a motoring school for Hongkong?

### Dangerous?

Some time ago in this column, we drew attention to the serious danger presented to motor vehicles by the fact that when light rails are laid across a main thoroughfare here in connection with the removal of earth from one part of a development area to another, those rails are not laid flush to the roadway. We feel constrained to revert to that subject, because matters are going from bad to worse. On the road to Taiwo (which is still closed by the way) or Castle Peak, just after one has passed the Mongkok Police Station, in Coronation Road, two of these rail tracks occur in very close proximity and both of them are unnecessarily high and at a different level to the road. Motor buses on their way to Shumshuipo and Lai-chikok wobble ominously as they go over these bumps, and buses to the latter destination also have to endure many other wobbles and bumps before they reach the Standard Oil installation. There is that bump whilst climbing the hill on which stands the building always referred to as "Mr. Gold-

ring's House" and there are some spring trying undulations when going through Cheung Sha Wan. Surely, these things can be avoided. If our D. P. W. was a user of the Castle Peak Road, we are sure there would be action taken.

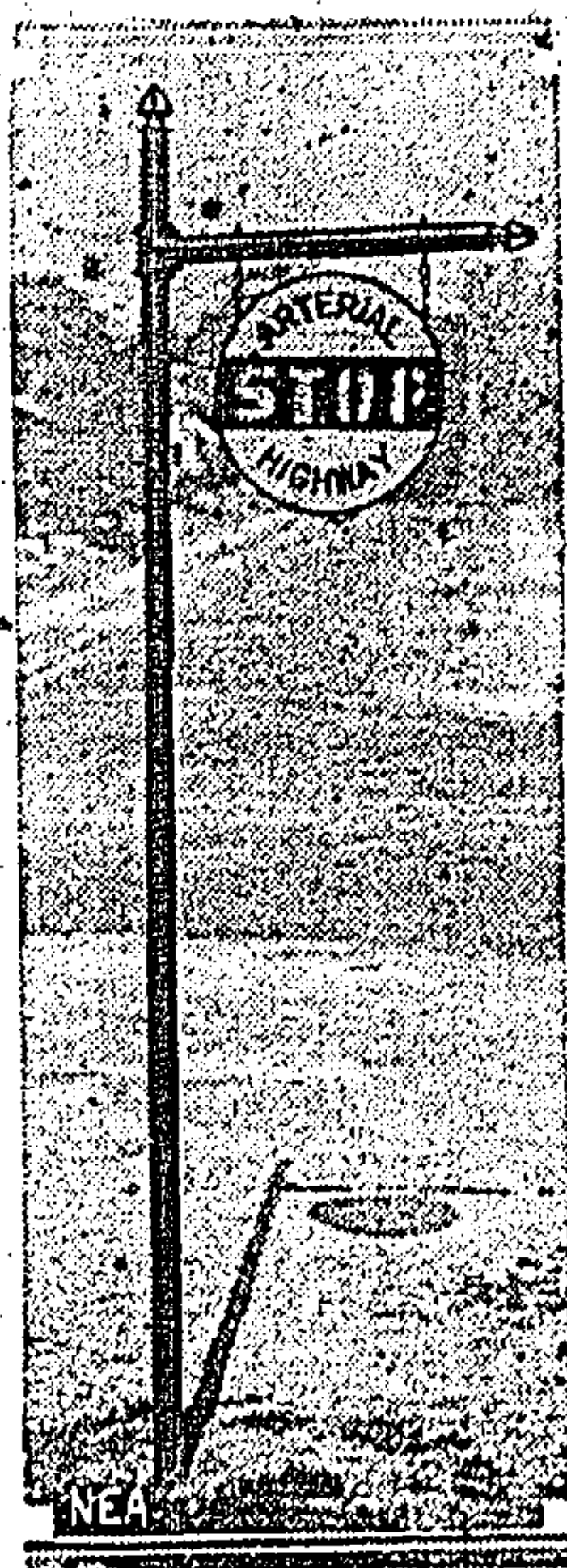
### Hongkong's Motor Cars.

The number of motor cars in Hongkong is certainly increasing rapidly. When the writer of these notes went to register a car in April of last year the number was among the thirteen hundreds, yet when up at the licensing office a few days ago he saw a new number plate being issued which was over the seventeenth hundred mark. Over 400 new cars in 16 months. That's not bad for Hongkong.

### Registration.

And while talking about number plates and licensing, we must draw the attention of all local motorists to the fact that they have to renew their registrations and licences right away. These renewals fall due on July 1st, but owing to the fact that the Colony has been in the throes of a strike the Traffic Department has wisely taken no strict view of things. With over six weeks' grace having been given, however, there is now no excuse for a man who has failed to renew either his personal driving licence or the registration of his vehicle whether that be only a one-lunger cycle or a multi-cylinder car.

### DAY AND NIGHT.



Day and night, motorists in Kansas City may see clearly the warning stop signs put up on cross streets, before main boulevards are reached. The word "Stop" on these signs is made of glass and is reflected sharply by the rays of the motorist's headlights at night.

### PROPER CAR CARE.

#### REGULAR INSPECTION VITAL.

The maintenance of an automobile at the same high standard at which it was purchased from the dealer may be made almost as simple as winding your watch. A man winds his watch every night and forgets about it, knowing that it will run another twenty-four hours without attention. However, should he forget such simple things as regularly winding his watch or paying his gas bill, the resulting difficulties may be very inconvenient.

The same routine applies to motor car maintenance. Certain things, simple in themselves, but of far reaching importance if performed or neglected, either add years of life to the car or hasten it to the scrap heap.

Slight mechanical defects impossible for the man in the driver's seat to observe, may at a slight expense be corrected if a practice is made of having the car inspected at regular intervals. There is a great similarity between the human body and the automobile engine. Either will stand up under a great deal of abuse, and both will go to pieces if the punishment is continued too long. Any ailment, human or mechanical if tended to in time, may be averted from becoming chronic, and in order to guard against minor trouble becoming chronic with the automobile, every owner should have his car inspected and tuned up by reliable specialists every two thousand miles.

#### ALWAYS BE READY FOR EMERGENCY

#### USE OF MOTOR HORN.

##### NOT A MEDIUM OF AMUSEMENT.

To blow or not to blow—that is the question which the motorist often has to consider.

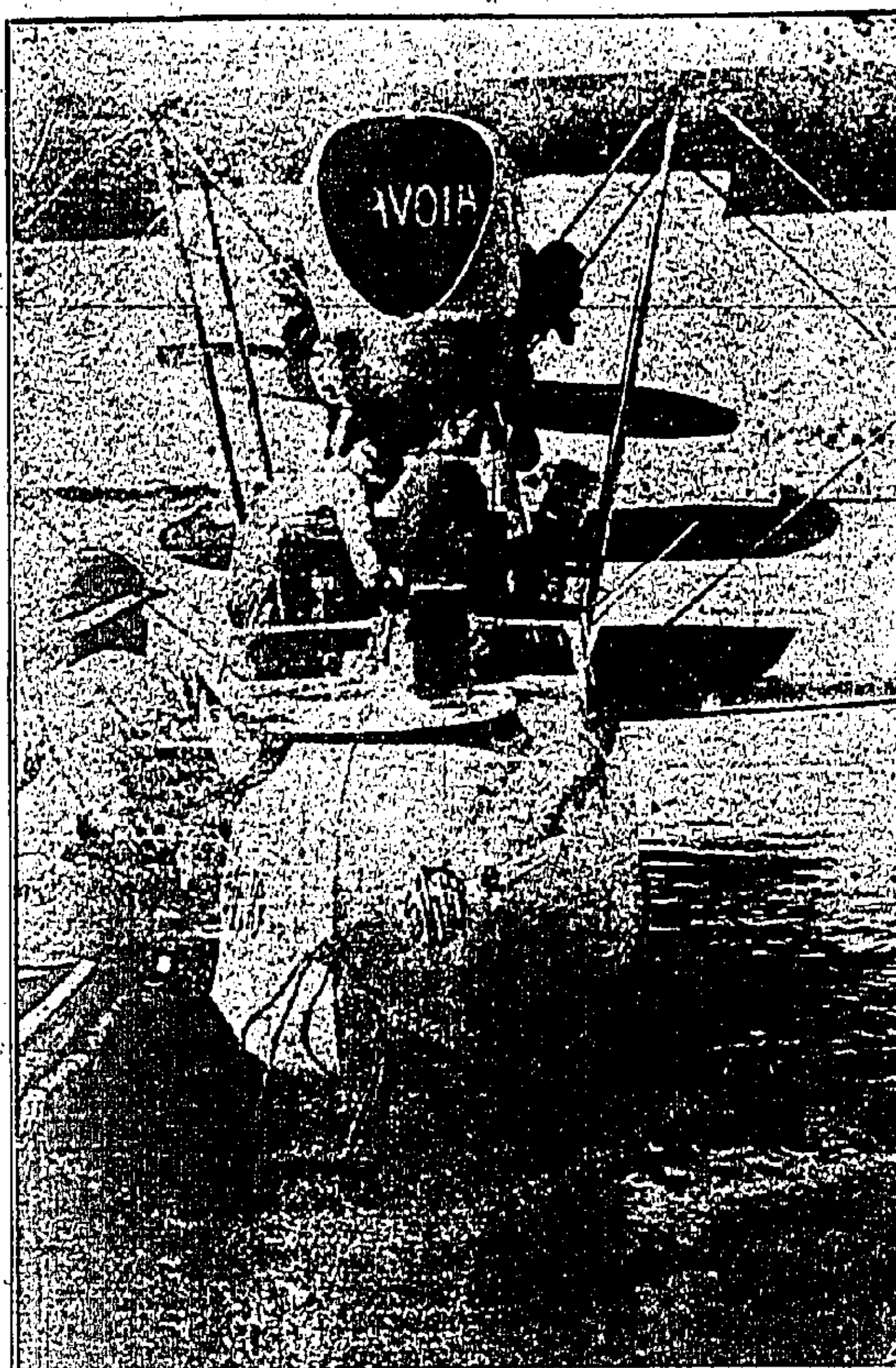
There may be a pedestrian on the highway ahead. Perhaps if the driver of the approaching car gives his horn a blast it may startle the walker, cause him to become confused and jump directly in the path of the oncoming machine.

On the other hand, if the driver does not sound his horn the man on foot, not realizing his danger, may suddenly change his direction and put the driver to the severe test of avoiding an accident.

Some people seem to consider a horn as a medium of amusement which makes it possible to frighten innocent travellers on foot in the suburbs and along the countryside by an endless series of blasts. They are a nuisance in the motor world.

Much blowing of the horn may be a characteristic of the owner who is operating his car for the first few times. The somewhat nervous beginner may not feel quite sure of his control. He perhaps rightly calculates that people who may be peering on the highway will be more certain to get out of his line of procedure if he gives his horn plenty of tooting.

### ITALIAN AVIATOR COMING EAST.



We are indebted to the Asiatic Petroleum Company for the above photo, taken at Bagdad, of Major Di Pinedo, the intrepid Italian aviator who, after having successfully flown from Italy to Australia, is now en route to Japan. Major Pinedo, who, incidentally, pays great tribute to "Shell" petrol, has most probably a ready "hopped off" from Thursday Island on his way to this part of the globe.

### MOTOR TRIPS ABROAD At Shakespeare's House FIRST OF A SERIES OF TRAVEL TALKS

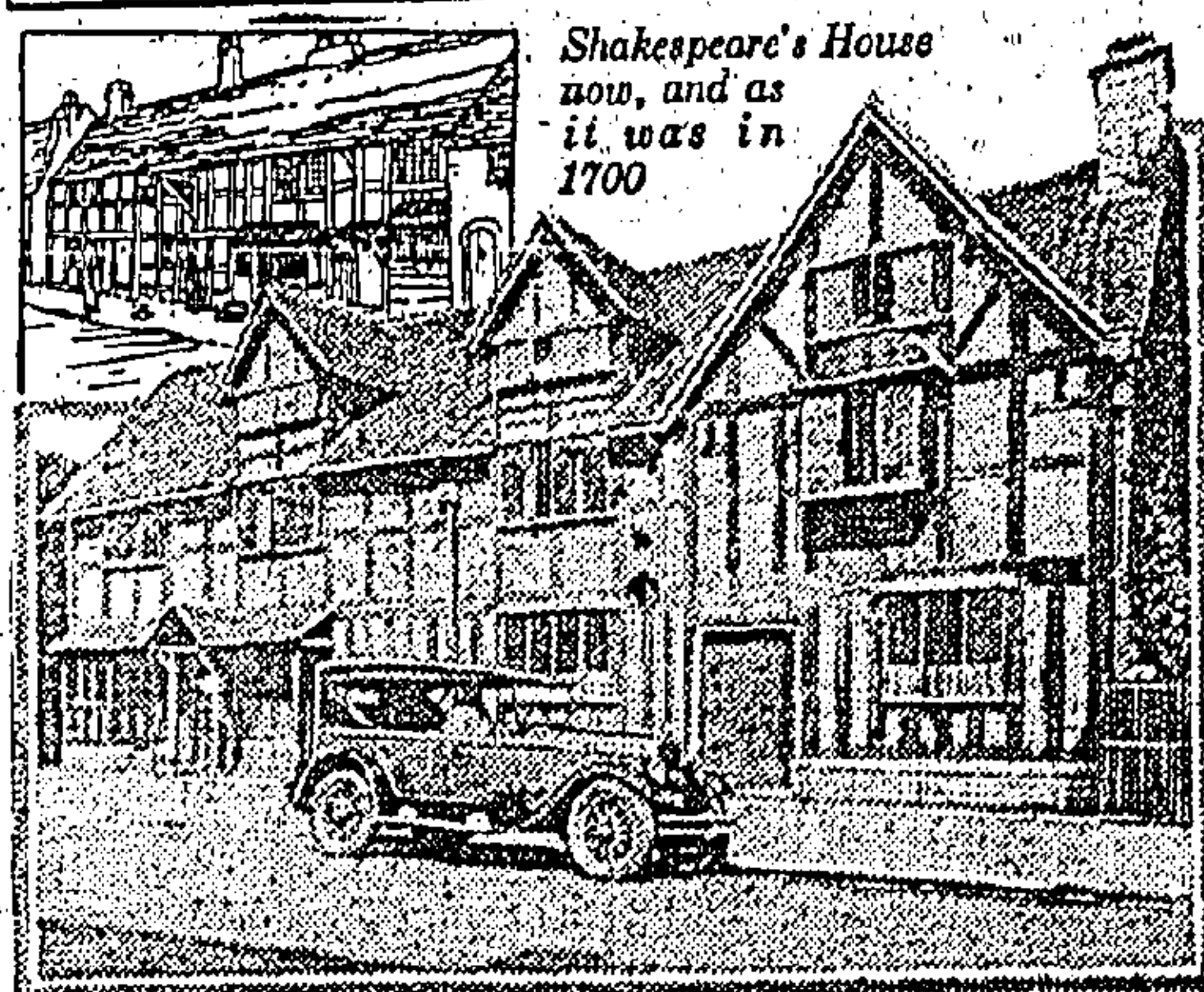


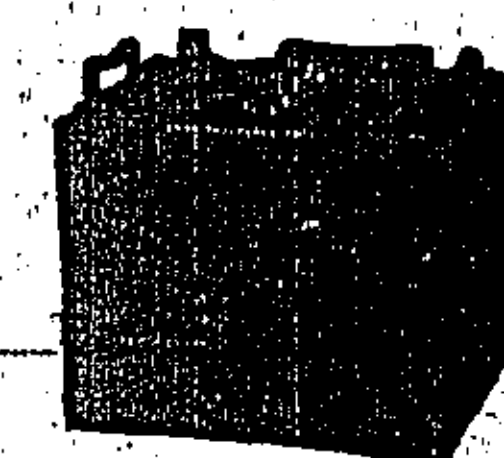
Photo Courtesy Chrysler Motors Motor Corporation  
At Stratford-on-Avon, about 100 miles from London.

NO country offers the combination of perfect highways, beautiful, restful scenery and places of historical interest that England does. For example, there is the motor ride to Stratford-on-Avon, where it is to be seen Shakespeare's birthplace and burial place. Enroute to Stratford from London one passes through quaint English towns, such famous places as Oxford, the home of Oxford University, Blenheim, the home of the Duke of Marlborough, and so the list can be continued.

But it is Shakespeare's House, in Henley Street, that attracts the tourist first. This house became national property in 1847 and has been carefully restored. The room in which the poet is said to have been born seems to have undergone but little change since that day, and the antique fireplace can scarcely be of later date than the time of Elizabeth. In another room there is a small museum of Shakespearean curiosities.

#### STREET CAR BUS.

Auto busses designed for Kansas streets will be built almost like the street cars. There will be a front entrance and rear exit.



Built with all the skill of modern engineering plus the experience of more than twenty years in battery manufacture.

THE DRAGON MOTOR CAR CO., LTD.

13, Wong Chung Road, Happy Valley.

**Columbia**  
Storage Batteries



**Mobiloil**

Make the chart your guide

Can Lubricating Oil Pay You a Profit?

Many motorists seem to think that lubricating oil represents an inevitable expense item with no profit-making possibilities.

Are they right? Do you agree with them?

A substantial saving in operating cost and elimination of unnecessary repairs resulting in greater service from a smaller investment is the big advantage in using Gargoyle Mobiloil.

Gargoyle Mobiloil will last from two to four times as long as the best competitive brands offered. Not only is this true but at the same time it is a fact that your engine will require less benzine to enable it to do the work because friction is reduced to the minimum. The greater the friction—aptly termed the "Highway robber of Mechanical Energy"—the more power required to overcome it, hence less mileage to the gallon of benzine.

Drain the crankcase while the engine is hot—do not cleanse with kerosene or any other agent—and refill to proper level with the Correct Grade of Gargoyle Mobiloil.

Make the Chart in the back of our Correct Lubrication booklet—nailed free of all charge—your Guide when selecting the grade of Gargoyle Mobiloil for your engine.

**VACUUM OIL CO.**



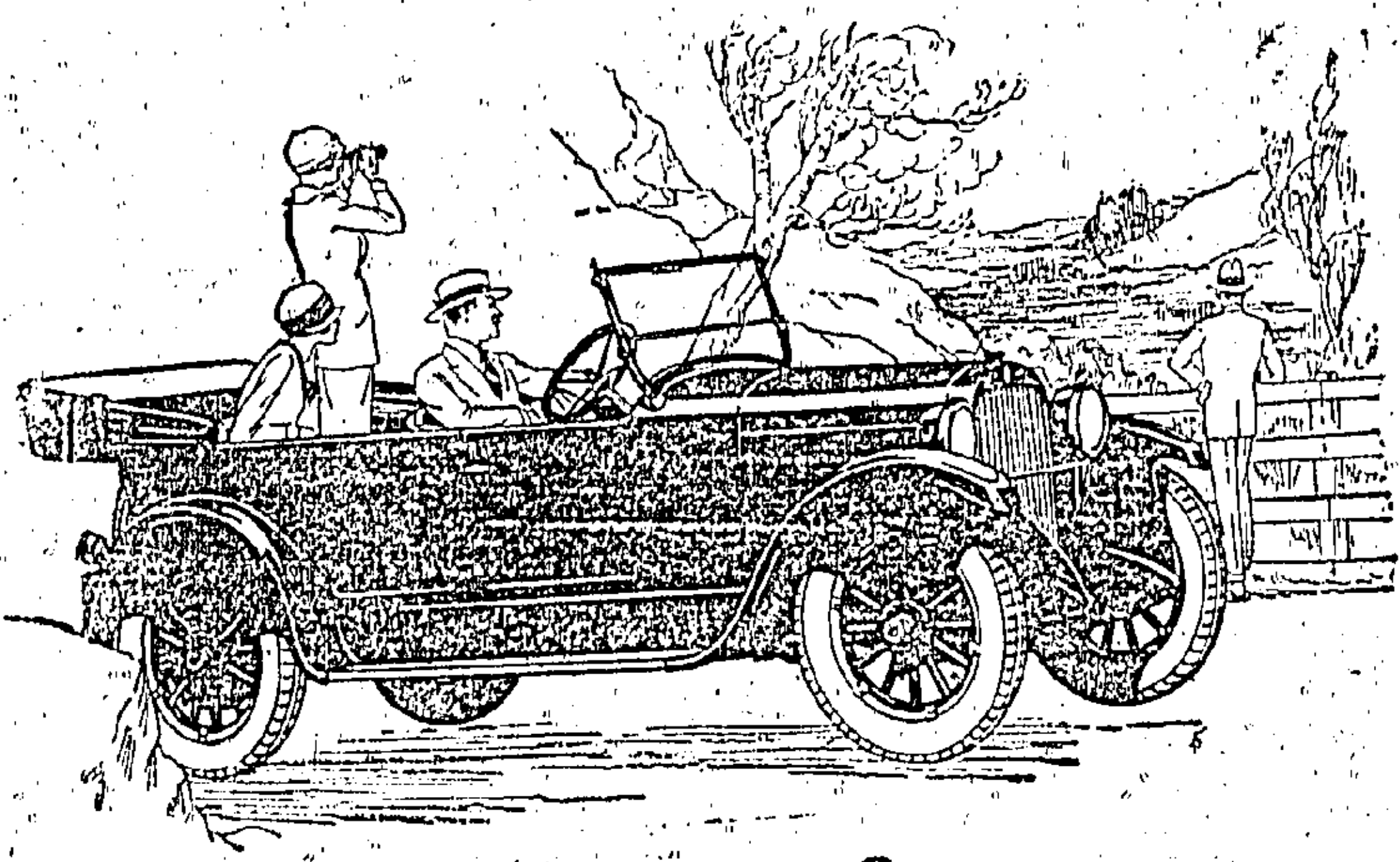
## DODGE BROTHERS TOURING CAR

When good weather invites you into the country, you will appreciate more than ever the advantages of Dodge Brothers Touring Car. Open to fresh air and sunlight the Touring Car is healthful and delightful to drive.

Moreover, it is common knowledge everywhere that Dodge Brothers product is dependable. One-eighth of the total weight of the car consists of chrome vanadium steel—the toughest and most enduring steel that can be used in motor car construction. This is exceptional. It goes far to explain why Dodge Brothers Touring Car stands up so many years under the hardest usage.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road Happy Valley



Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

### SIX CYLINDER ESSEX REDUCTIONS.

5-passenger Touring	\$100.00
5-passenger Coach	\$150.00

### HUDSON SUPER-SIX REDUCTIONS.

5-passenger Coach	\$250.00
7-passenger Sedan	\$250.00
7-passenger Touring	\$500.00

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong Currency:

### SIX CYLINDER ESSEX: Old Price: New Price:

5-passenger Touring	\$2,500	\$2,400
5-passenger Coach	\$2,650	\$2,500

### HUDSON SUPER SIX: Old Price: New Price:

7-passenger Touring	\$4,000	\$3,500
5-passenger Coach	\$4,000	\$3,750
Brougham (New Model)		\$4,350
7-passenger Sedan	\$5,000	\$4,750

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,  
LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

## THE AUTOMOBILE ASSOCIATION.

### ANNUAL MEETING.

London, July 9th.  
The Twentieth Annual Meeting of the Automobile Association was held at the Savoy Hotel on July 8th. The Rt. Hon. The Earl of Donoughmore, P.C., K.P., Vice-President of the Association, presided.

In moving the adoption of the Annual Report, Lord Donoughmore stated the A. A. was twenty years old, and that up to four o'clock, on the previous afternoon the membership exceeded a quarter of a million by 623.

During last year 61,000 members joined the Automobile Association, showing that the Association was a body having the confidence of the motoring public.

During the Easter Holidays 91,000 members received road information, and 6,000 were helped by the A. A. patrols in connection with breakdowns, more or less serious. The Whitstable figures completely eclipsed the Easter figures, for 114,000 members received information in one way or another from the A. A. patrols. These figures justified the claim that, without the A. A., motorists would feel a want that would have to be satisfied somewhere else.

The A. A. was at present patrolling 20,000 miles of main road; the A. A. Road Service Vehicles last year covered over 12,000,000 miles.

The A. A. Free Legal Defence Scheme, continued to be very much used by members. That service is well decentralised. The A. A. Area Offices were able to give exactly the same help to local members as the Head Office in London.

There was one other point in the Report to which he would like to refer, because it was one concerning which he had had experience. He was glad to see the A. A. recommendation in favour of the off-side traffic rule. He had seen it working in France and could testify to its efficiency.

Lord Donoughmore formally moved the adoption of the Report, which was carried unanimously.

Mr. Charles McWhirter, Chairman of the Executive Committee of the Automobile Association, in presenting the Balance Sheet and Accounts for the financial year, said that he could again congratulate members on the financial position. This was not due to a mere matter of routine. It was dependent upon knowledge, upon initiative, constant vigilance and most excellent staff, under the control of the Chief of the Executive Staff, Mr. Stenson Cooke.

With regard to the Committee, he wondered whether it would be out of place for him to say that the Committee controlled the policy of the Automobile Association. Controlling the policy of A. A. meant maintaining the policy that was originated in 1905—"service for members on the road." On their Committee they had a body of men with very varied and diverse interests in commercial, professional, and religious life; these men freely gave up their time to the service of the A. A. and they were amply repaid for their services by the honour of serving upon the Committee of the largest motoring organisation in the World.

Concerning finance, the Income and Expenditure Account for the year showed a surplus of income over expenditure of £39,734, which was only 7½ per cent of their total income. The subscriptions and entrance fees amounted to £438,135. They had spent during the past year £447,000—£63,000 more than was received from the members' subscriptions, which meant that members were receiving value for their money.

Their first great expense was the road, and the road embodied the *raison d'être*, the be-all and end-all, of the Automobile Association; therefore it was only reasonable that their largest expenditure, which was two-thirds of their total expenditure, should be on the road.

It was interesting to know that in 1913, the year before the War, the membership had dropped to 30,000, and expenditure on the road to £12,000. Six years later—now, membership was a quarter of a million, and expenditure on the road £310,000 for the year.

Mr. McWhirter formally moved the adoption of the Balance Sheet and Accounts, which were carried unanimously.

## BRITISH TRIBUTE.

### THE SINGLE SIX PACKARD.

It has to be a good pretty good Yankee car that can overcome my initial prejudice; but when after doing that it contrives to fill me with an uncontrollable lust for possession, then I can assure you it is something right out of the common rut.

The Single-six Packard costs (in England) something under nine hundred pounds, and is, in my humble opinion, as near being the very best car in the world as makes no difference. This is heavy praise, I know, but it can't be helped—I must speak as I find.

If I had leisure and one of these cars, I would like to drive it round Coventry, Birmingham and Manchester, and other places where motors are mostly made, and take British managing directors out of a run, just to show them, you understand.

The plain fact is that this is a car in which I simply cannot find a fault.

It is as docile as an angel, but goes like the very devil. It is supremely well sprung, it is uncannily silent, it is a miser on petrol; it steers no heavier than a wisp of cigarette smoke, it climbs like a chamois—in short, it just does most things a good deal better than you would think possible.

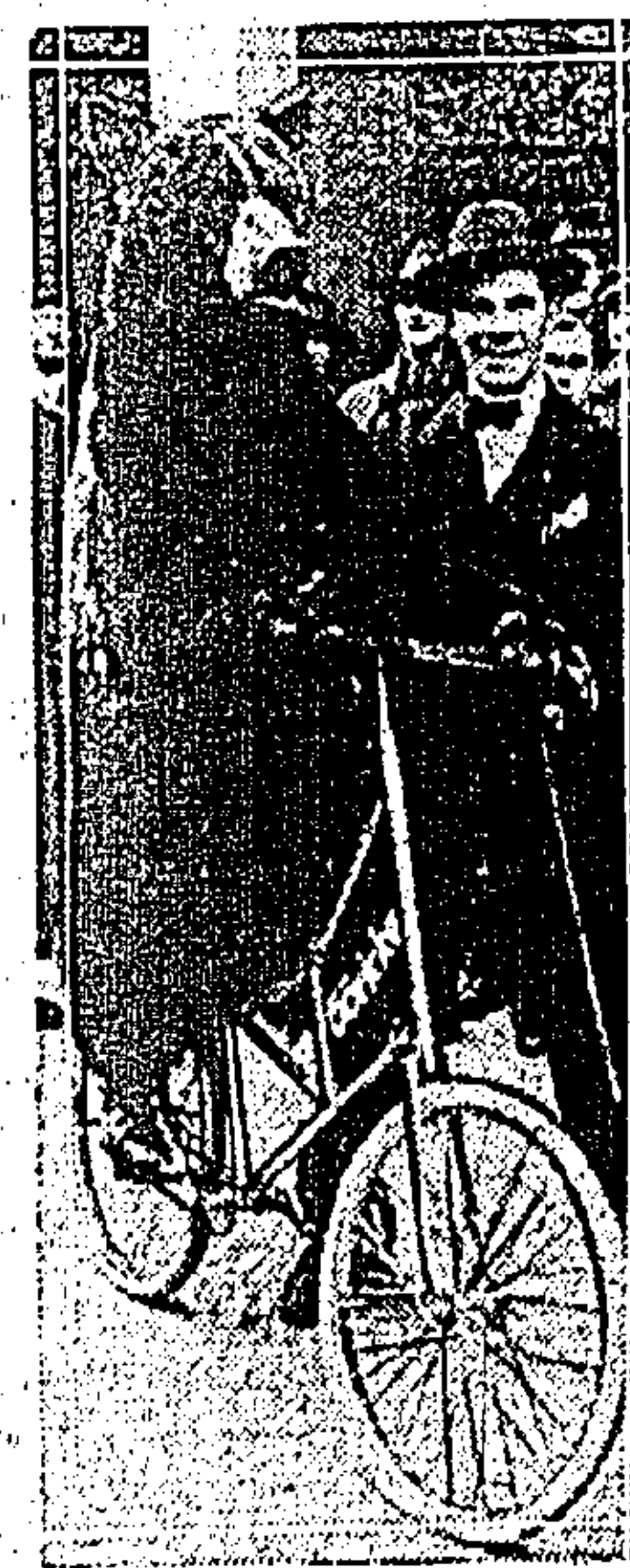
Mind you it is not one of these undergeared contraptions, for without any fuss or flurry it will do its modest seventy on the level, nor has it got a huge engine, yet it will do white Hill, Hoxley, with four up, at a minimum of twenty-five miles an hour. The Hind-head brings it down to about fifty-five! The Single-Six is, of course, not to be confused with the Twin-Six.

Yes, believe me, people, the six-cylinder Packard is a very wonderful car indeed. I wish it were made in this country, and I can't for the life of me see why it shouldn't be, though owing to the higher cost of raw material over here it would naturally come out more expensive.

I heartily wish the Packard were British.

It is easily amongst the first half-dozen best cars in the world, at a figure which has hitherto been associated with, comparatively speaking, mediocrity.—*The Tattler*.

### GR-U-R-U-FE.



Which being interpreted means "Watch me do my stuff." For it isn't everywhere you can see a 500-pound bear riding a bicycle down the street, as does this bear in Berlin.

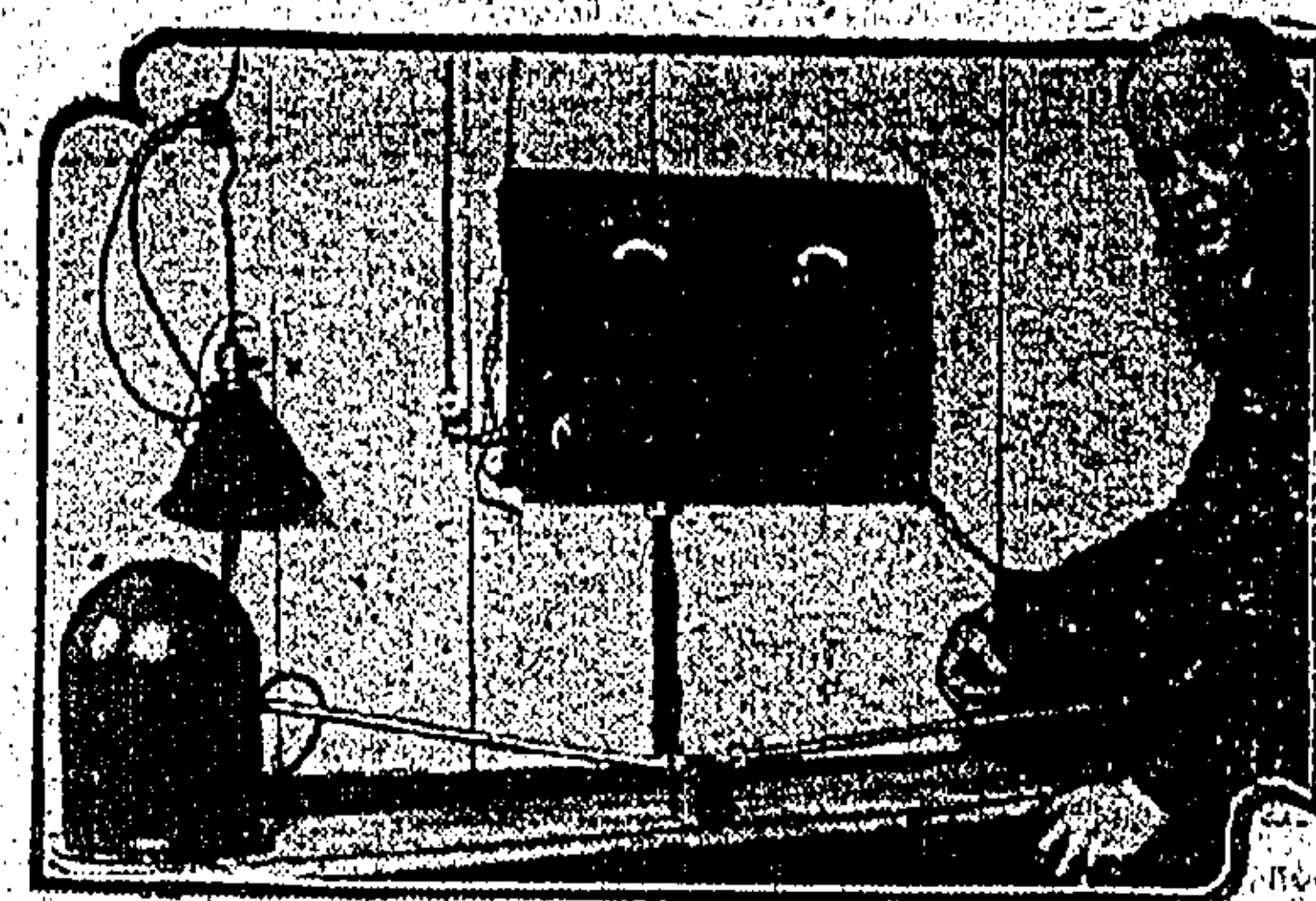
### MUCH NICKEL USED.

Last year the automotive industry consumed approximately 9,000,000 pounds of nickel. Of this total about 75 per cent, consisted of nickel used in automotive steels, while the remaining 25 per cent, was nickel used in castings and in plating.

### MANY "ORPHANS" CARS.

There are more than 600,000 automobiles in the United States described as "orphans" by C. A. Nano, general manager of the National Automobile Dealers Association. An orphan car is one whose manufacturer has gone out of business.

## RADIO DEFIES FOG AND NIGHT.



Aviators may feel safe hereafter while flying through fog or night, by the use of the earth inductor compass shown here. Morris M. Titterton of Brooklyn, N. Y., is shown with the apparatus he invented. By radio connection with the earth this compass guides an aviator along his proper course.

IF YOU ONCE TRY MICHELIN TYRES  
YOU WILL ALWAYS INSIST ON  
MICHELIN. TRY ONE OR A SET—SEE-  
ING IS BELIEVING. SHIPMENTS  
WEEKLY ENSURING FRESH GOODS  
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**SERIOUS CHARGE.****A HUNGTHOM AFFAIR.**

Three men, who were arrested at No. 47, Yu Chau Street, in a police raid on Thursday afternoon, were charged before Mr. E. W. Hamilton, at the Kowloon Magistracy, this morning with participation in an armed robbery committed at No. 34, Bulkeley Street, on July 31, when money and jewellery amounting to about \$5,000 was stolen.

Two of the defendants were further charged with unlawful possession of stolen property and were remanded for one week.

The other defendant was remanded for 48 hours.

**SVALBARD.****NORWAY ANNEXES SPITZBERGEN.**

Oslo, August 14.  
Norway has formally taken possession of Spitzbergen, which henceforth will be named Svalbard. The event was celebrated very solemnly at Longyear City, Advent Bay, the Minister of Justice reading out the proclamation and hoisting the Norwegian flag, besides announcing the appointment of a deputy prefect. *Reuter.*

**DAVIS CUP.****AUSTRALIA ELIMINATES CANADA.**

Montreal, Aug. 14.  
Patterson (Australia) beat Wright (Canada), 2-6, 3-6, 6-3, 6-3.

Patterson and Hawkes defeated Crocker and Wright, 6-0, 5-2, 6-4.  
Australia has thus eliminated Canada in the Davis Cup contest. *Reuter's American Service.*

According to the Northern Chinese press—Mr. Sun Fo, son of the late Dr. Sun Yat-sen and Commissioner for Reconstruction in Kwangtung, has issued a statement to the effect that the Canton Administration is prepared to join hands with Peking in dealing with diplomatic affairs and that his visit to Peking is connected with the transfer of the Shamen negotiations to the Capital. The Central Government has ordered Mr. Kiang Yung, Chinese Minister to Tokyo, to negotiate with Mr. Sun, who has arrived in Peking, accompanied by Mr. Shu Shih-ying, general secretary of the National Citizens' Convention.

The following interesting extract is from the book "China Awakened," by Dr. M. T. Z. T'au:—Great Britain was the first to express its sympathy with China's aspiration, in the Sino-British agreement of 1902, in the following words:—"China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations, Great Britain agrees to give every assistance to such reform, and she will also be prepared to relinquish her extraterritorial rights when she is satisfied that the state of Chinese laws, the arrangements for their administration, and other considerations warrant her in so doing." The United States and Japan followed the next year.

Present indications point to one of the best crop years western Canada has experienced in a decade, according to the weekly crop report of the Canadian Pacific Railway. Prospects of a bumper yield in all three Prairie Provinces are uniformly bright. Fields generally present a splendid appearance, the stand being heavy and the colour good. Early wheat and barley is reported to be heading at many points.

In the course of betting prosecutions at Cork the superintendent of the Civic Guard said the city had simply gone mad on the betting craze. Whenever a big race was on the traffic was practically held up in the principal thoroughfares by people who assembled there to make bets. They stood with newspapers and racing papers discussing form, and to make matters worse most of the people could not afford to bet. The principal defendants were each fined £20.

**FRUIT CULTURE.****PHILIPPINES RESEARCHES.**

An asexual method of propagating the bud fruiting producing trees of the tropics has been perfected by the Singalong experimental station of the bureau of agriculture, reports the *Manila Bulletin*.

This method bids well to revolutionize fruit growing in the tropics and places the industry on the same basis as is employed in apple, peach and pear orchards of the temperate zone.

The horticulturists of the tropical sections of the world have for years endeavored to improve the method of propagating the fruit trees which produce their fruits from the terminal bud or at the end of the branch. Various methods of budding and grafting have been used with only partial success.

**New Method Found.**

When a superior variety of mangos, lansonias or other terminal fruit producing plants were found valuable, the only method which could be employed to insure the variety to cultivation was to graft a portion of the tree by approach. This method is a very crude one and assures only a small percentage of success. For this reason other simple methods have been sought without success to the experimenters until the cleft grafting method was developed at the Singalong experimental station.

Mangos have been fruited within eight months from the date of the graft operation. Mangos and lansonias have been successfully propagated. The percentage of success for perfect unions have averaged over 98 per cent. This percentage of success and the simple method employed makes it possible for orchards to be planted and operated with the assurance that only first class fruits will be produced within a definite date of propagation and a regular crop can be obtained.

**Big Results Possible.**

The method of grafting is as follows: A healthy seedling from one to two years old is selected for the stock. The scion is selected from a fruiting branch of a tree known to produce superior fruits. The scion is cut from six to seven inches in length. The cleft method of grafting employed after the scion is inserted in the stock; the union is wrapped with wax cloth. To prevent the scion from drying by being exposed to the sun and weather, a small quantity of sphagnum moss to the thickness of approximately one inch is wrapped around the scion and union. A piece of Manila paper eight inches square holds the moss in place with a string at the base. During wet weather a small hole is cut in the lower part of the paper to permit the excessive moisture to escape.

With the high percentage of success obtained in propagating the mango and lansonias, it is believed that experiments which are now being carried on will insure

**ANGLO-JAPANESE ALLIANCE.****STILL EXISTS IN SPIRIT.**

The Anglo-Japanese alliance, which lapsed in consequence of the Washington agreement, still exists in spirit, according to an official interview with Prince Chichibu, the second son of the Emperor of Japan, who has arrived in England for two years' study at Oxford.

"It is true," he said, "that our alliance, which did such splendid work, has ceased just when it was needed. In spirit, however, it exists. It is to-day as virile as ever, and permeates the whole Japanese people."

"I am not here to talk politics, but I may just mention the subject to China, to show how effective is the understanding between Japan and her former ally."

The Prince is interested especially in sport, but despite this inclination, he has been assigned to Dr. G. R. Owst, as a tutor, whose official title is assistant editorial secretary to the Medieval Latin Dictionary Committee.

**MAN 12,000,000 YEARS AGO.****EARLY EVIDENCE OF HUMAN LIFE FOUND.**

Evidence that man existed in the age of dinosaurs, twelve million years ago, was believed to have been discovered by scientists at Camp Verde, near Jerome, according to word received at San Francisco that several stone picks or hammers had been found over a hundred feet deep in a sodium sulphate deposit there. According to archaeologists twelve million years must have elapsed for the sulphate deposit to build up to a height of a hundred feet above the discovered implements.

The hammers show remarkably fine workmanship and, according to the discoverers, their position when found indicate they were positively contemporary with sulphate level ages ago. The discovery is said to corroborate evidence furnished by pictographs in Havaupai Canyon that man existed in the age of dinosaurs. Two fine specimens of the hammers have been sent to the Smithsonian Institution in Washington, D.C.

One hundred and forty-eight divorces were granted on one day recently in the Philadelphia Common Pleas Courts. Announcement was made that no more decrees would be granted until September.

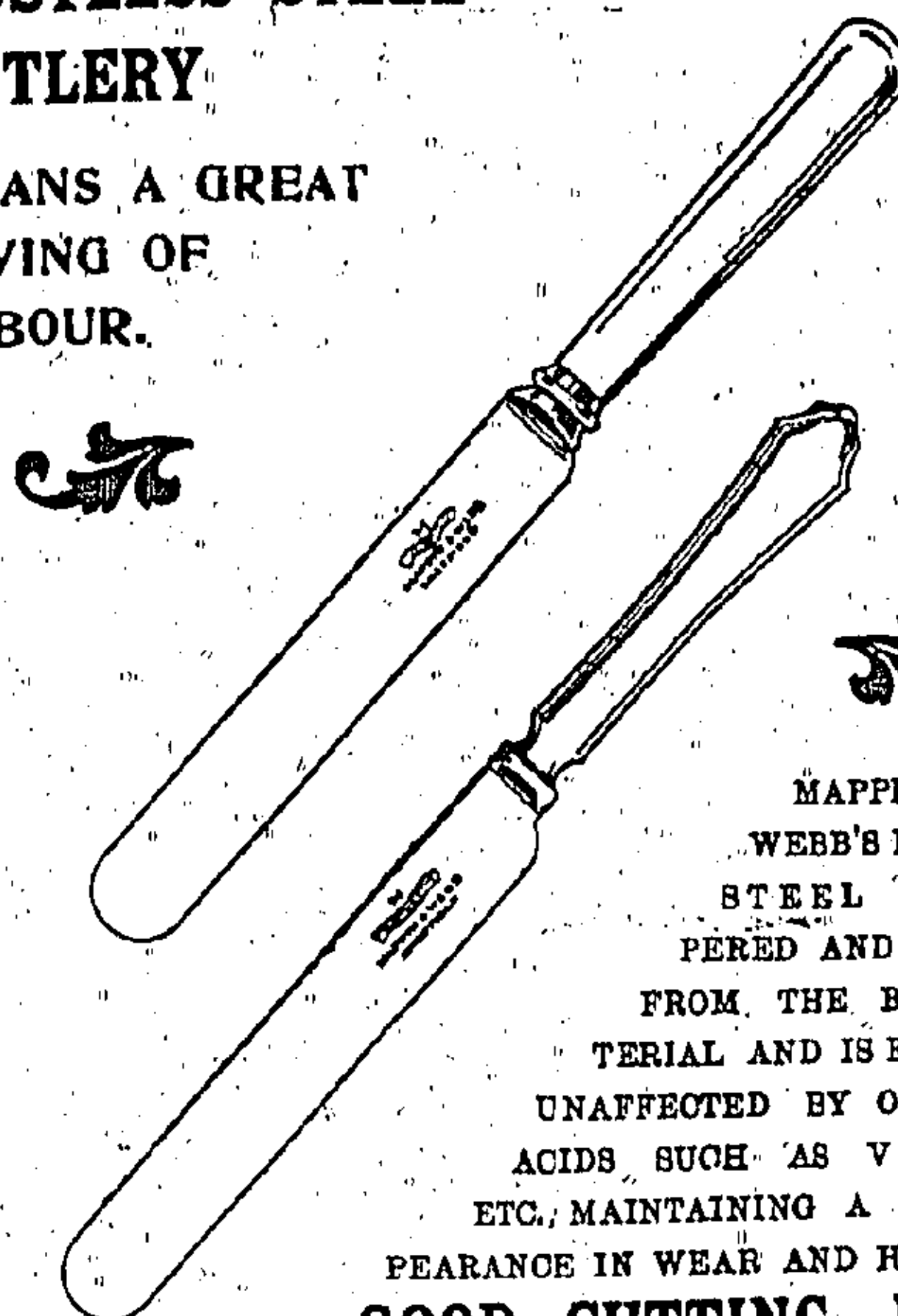
the high percentage in the propagation of the mangosteen and niphilium or luychee which will in turn permit these trees to be grown in orchards here and in other parts of the tropics successfully and profitably.

**CAUGHT IN NEW TERRITORIES.**

The above picture shows the Pangolin which was caught in the New Territories, near a village in the Shatin district. This strange and rare animal has since been sent to the London Zoo by His Excellency the Governor. Photo kindly lent by Mr. H. Green.

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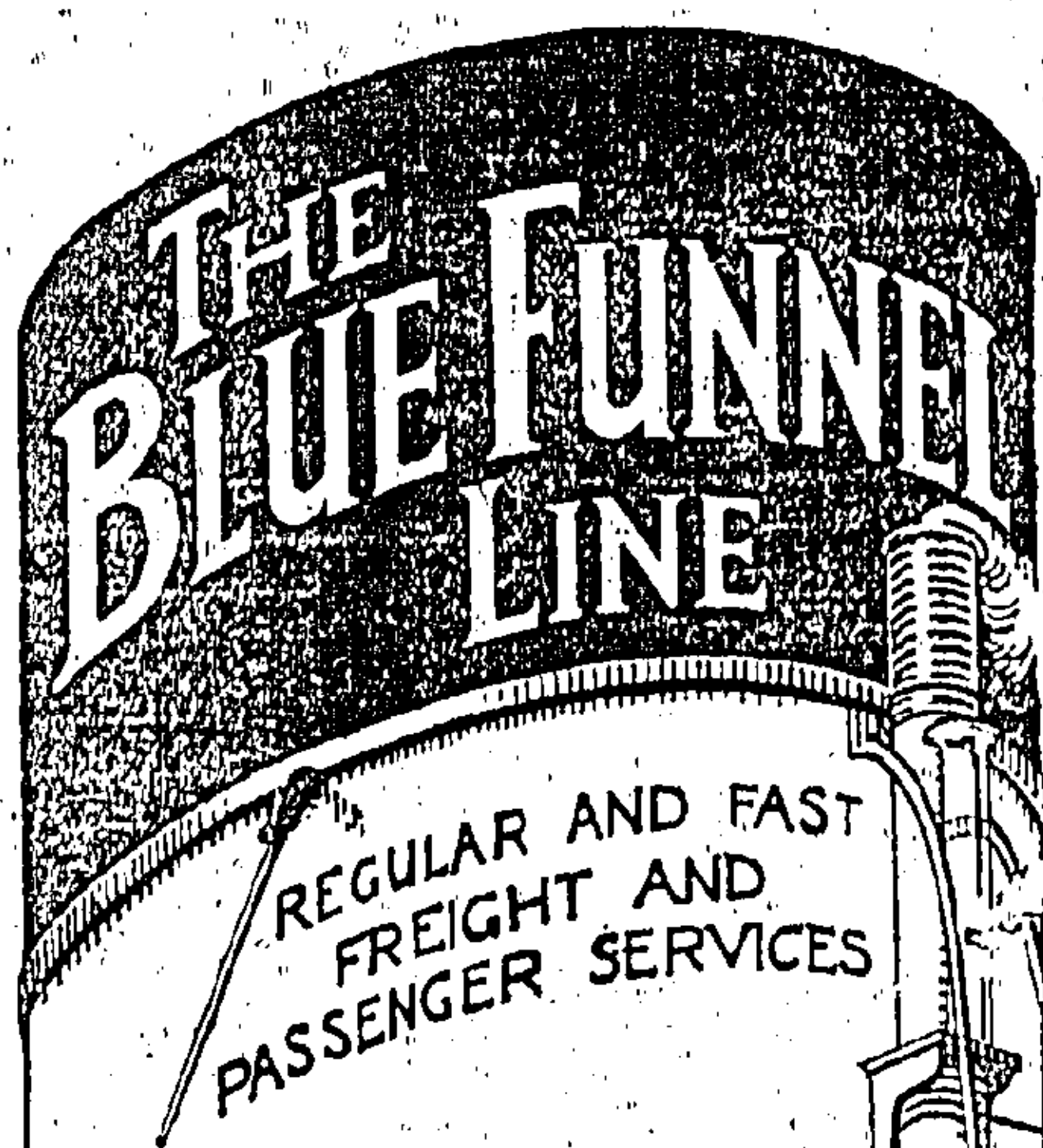
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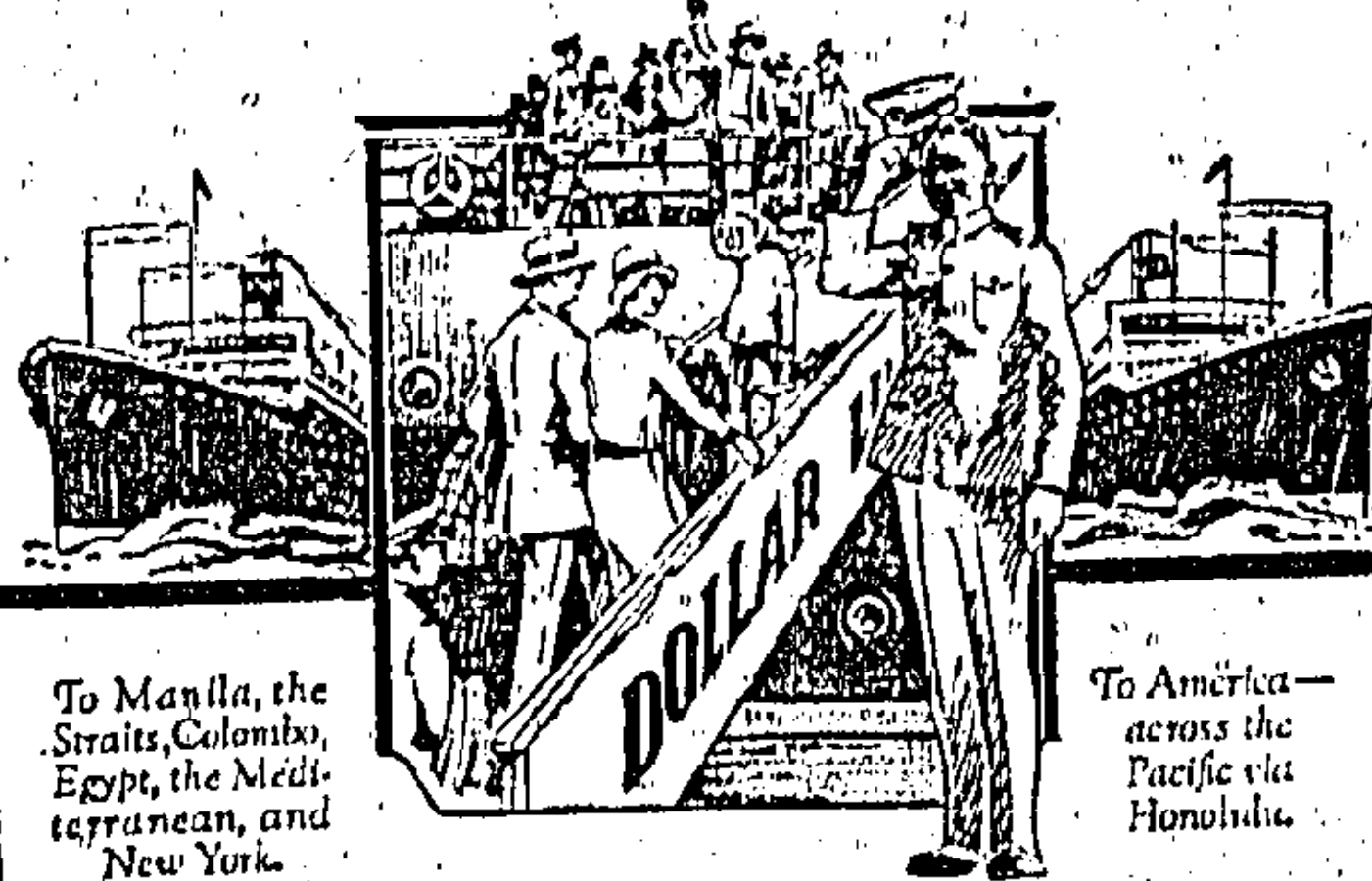
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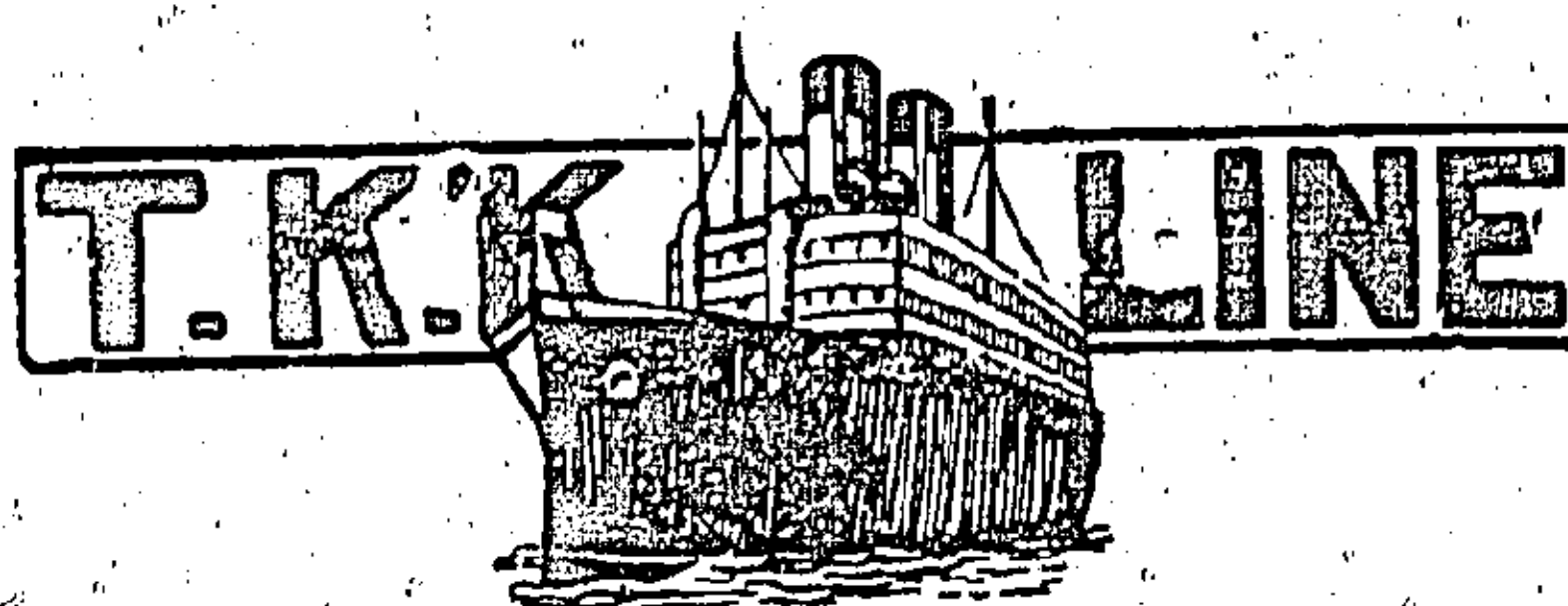
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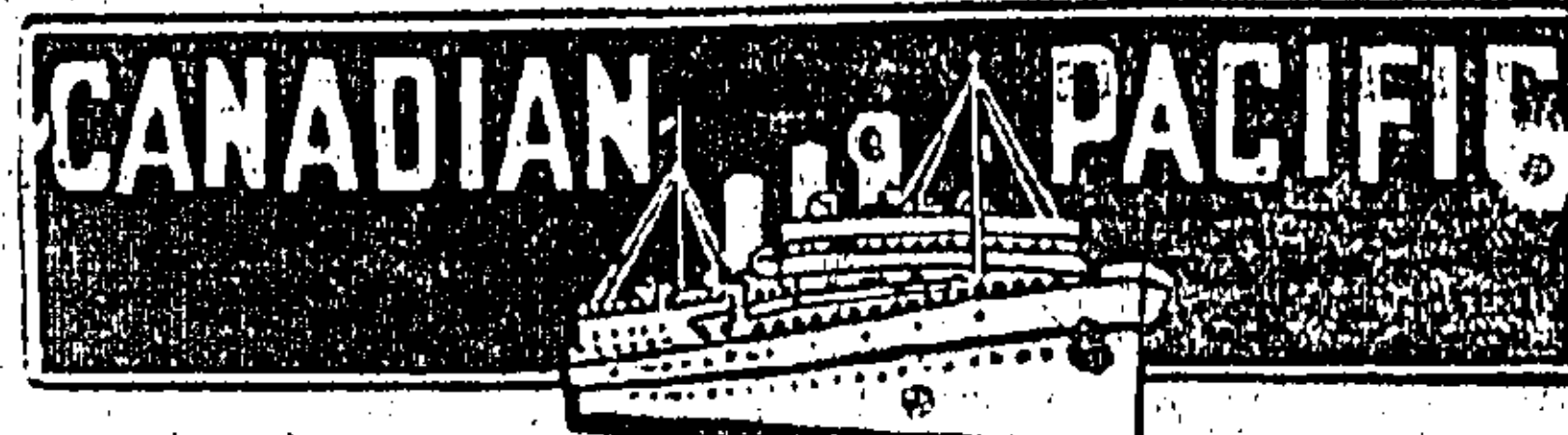
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E/RUSSIA Sept. 17	Oct. 5	E/FRANCE Oct. 14	Oct. 21

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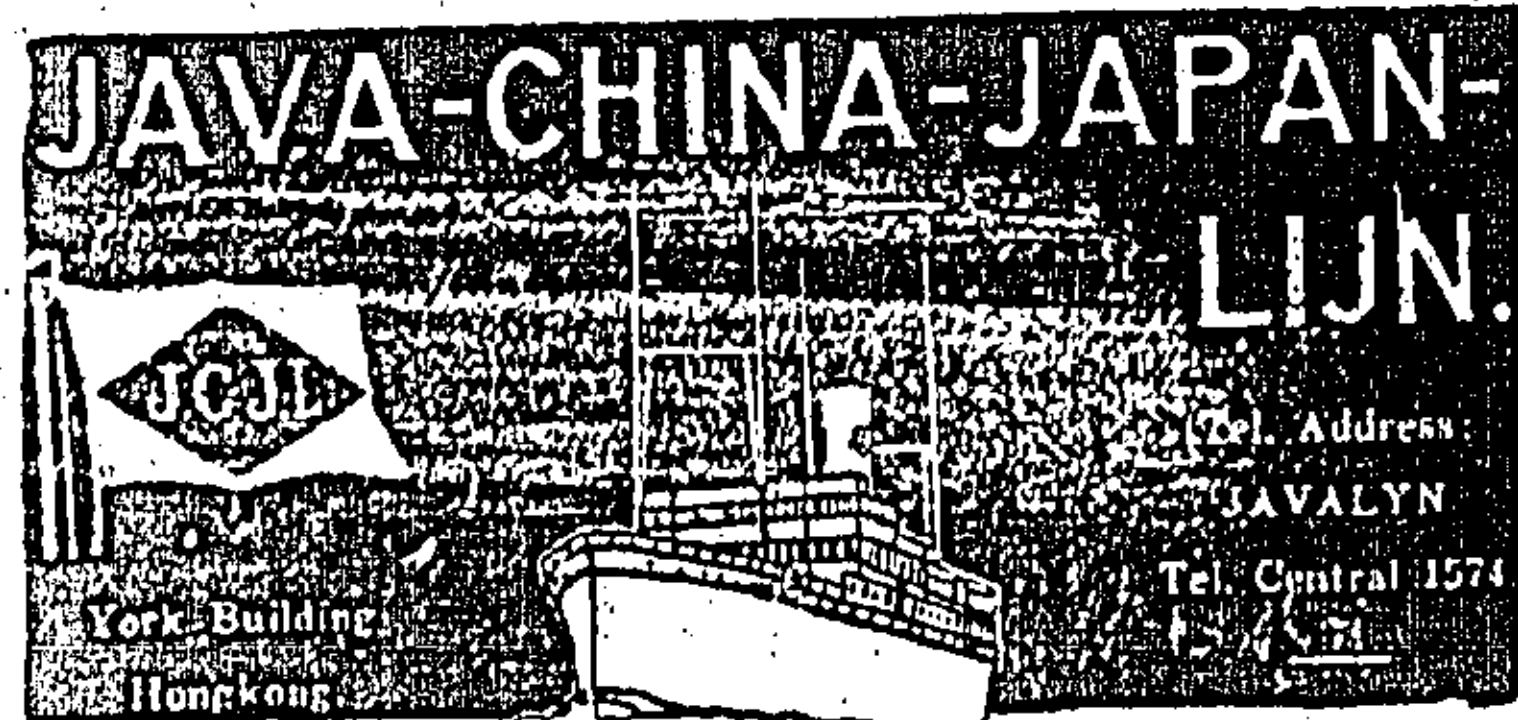
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Tjisodas	Daluy	21st Aug.	22nd Aug.	Mcser. & Java
Tjisondari	Batavia	23rd Aug.	24th Aug.	Shanghai
Tjikembang	Shanghai	25th Aug.	27th Aug.	Batavia
Tjikini	Java	31st Aug.	2th Sept.	Amoy & S'hai
Tamistan	Java	31st Aug.	2th Sept.	Amoy & S'hai
Tmanitsan	Java	2nd Sept.	4th Sept.	Mcser. & Java
Tjisatap	Amoy	3rd Sept.	4th Sept.	Mcser. & Java
Tsawah Loento	Java	Beginning September		

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All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 19th inst. 10 a.m.

All claims must be presented within fifteen days of the steamer's arrivals here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports. Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

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Hongkong, 12th, Aug. 1925.

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The Steamship,

## "KAZEMBE"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th August, 1925, will be subject to Rent.

All Claims against the steamer must be presented to the Underigned on or before 25th August, 1925, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

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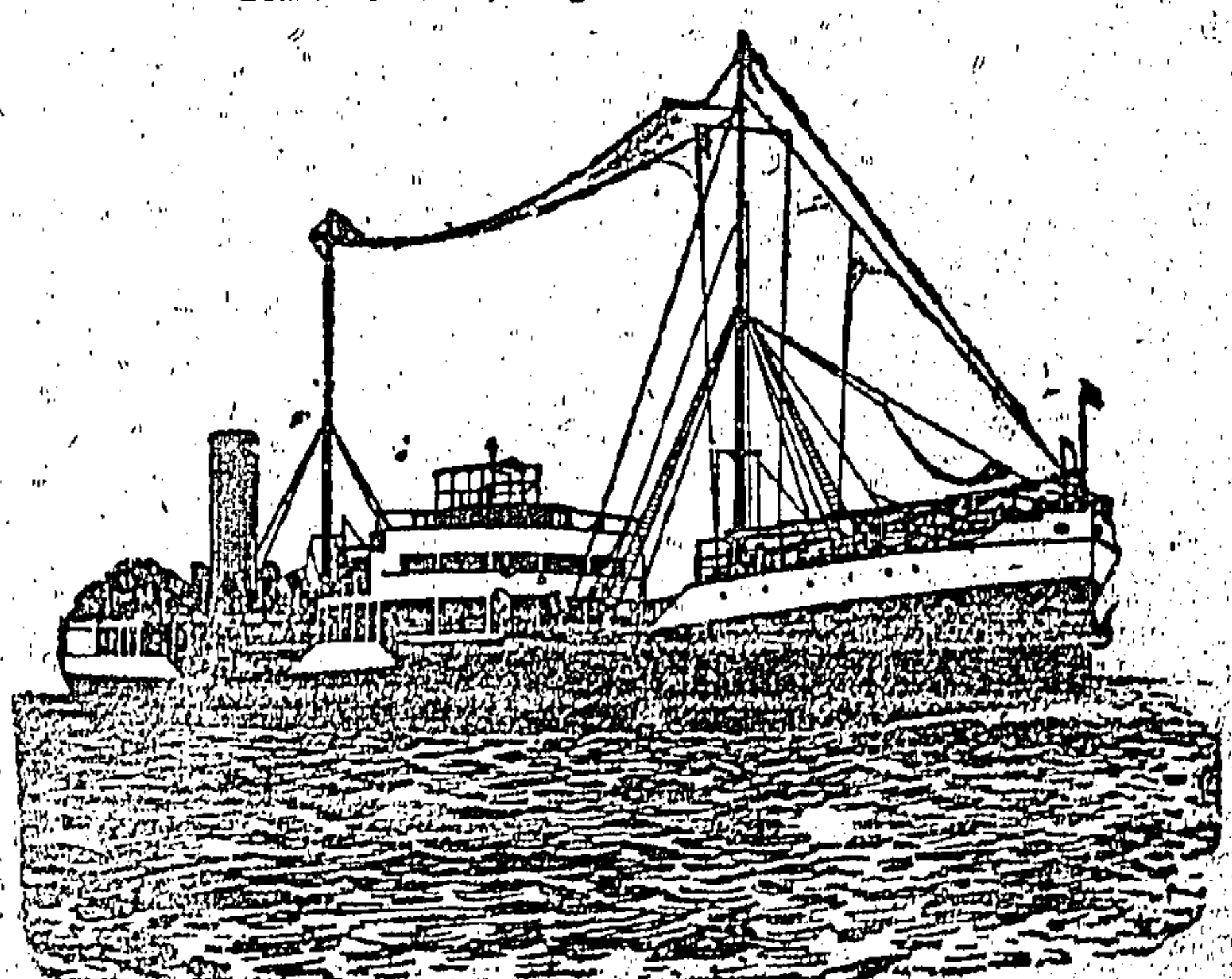
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## Three Sandy Macs Please

There were three of them.

The Raw Young man was determined, at great personal inconvenience, to do The Right Thing. He followed "Double Scotch".

And tried to enjoy it.

The Florid One was there for a whisky. Any old whisky. He called for a "Scotch and Soda." He had done so these many years.

And he enjoyed it.

Came the Third Man. Who had Seen Life. Knocked about a Bit. He called quietly for a "Sandy Mac."

And he revelled in it—drinking slowly, critically. Admiration, tinged with awe, overspread the faces of the other two.

Heard later "Sandy Mac, please." "Sandy Mac, please." "Sandy Mac, please."

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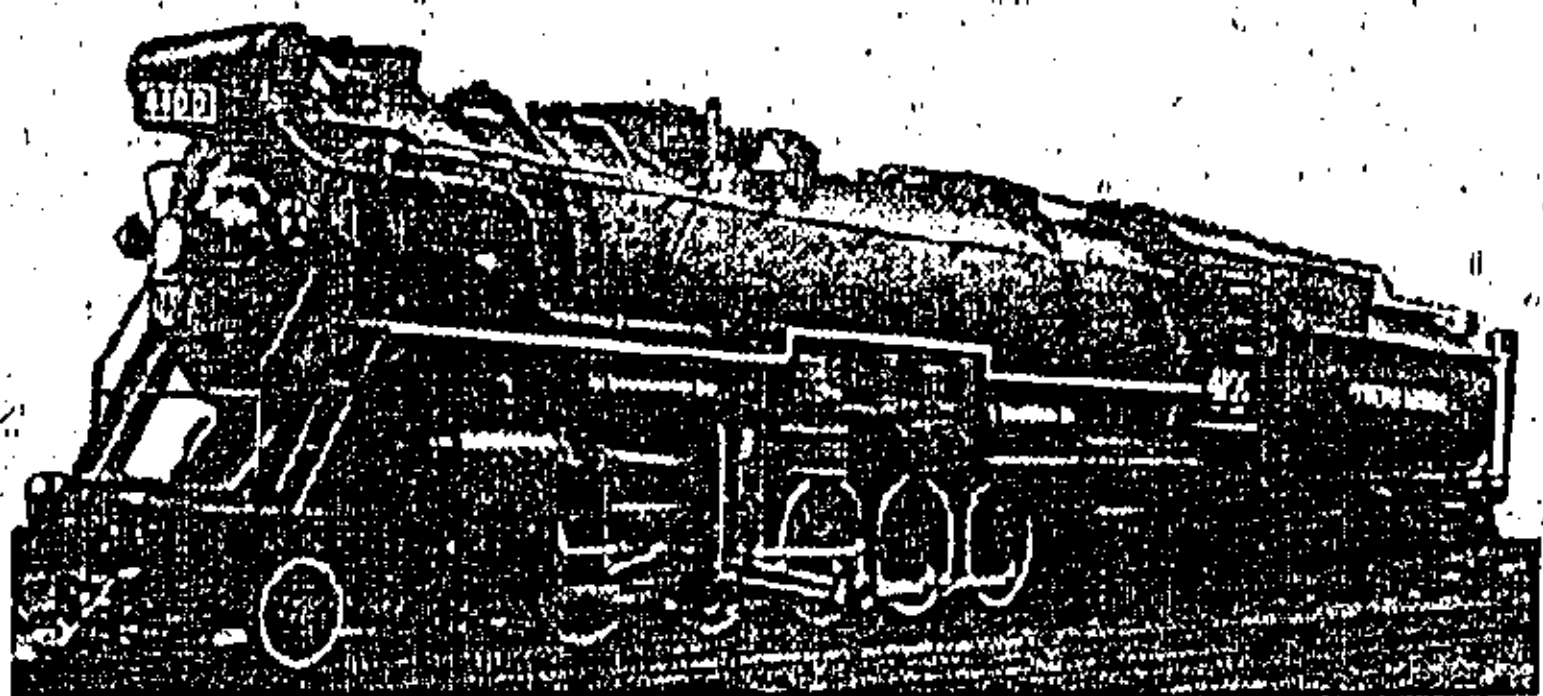
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## MOTOR CAR TOPPLES INTO HARBOUR.

### FATAL ENDING TO DINNER PARTY.

Evidence of a most conflicting nature was given in an enquiry into the circumstances attending the deaths of Li Wing-chi and Wong Wing-cheung, which was conducted by Mr. R. A. D. Forrest, with the assistance of a jury composed of Messrs. L. A. Rose (foreman), C. d'Almeida and F. E. C. Fernandez, at the Central Magistracy yesterday afternoon.

Dr. E. P. Minett, Government Bacteriologist and officer in-charge of the Mortuaries, stated that he examined the body of Li Wing-chi on June 12. The deceased's relatives had expressed their desire that no post-mortem examination should be performed, saying that they would approach the Secretary for Chinese Affairs on the subject, and obtain a permit. Witness made a superficial examination of the body and found no signs of violence or any external injuries. The body, however, showed signs of drowning and death was apparently due to asphyxia from immersion.

The relatives of the deceased were anxious to take the body for burial, but witness informed them that it was necessary to obtain permission from the Coroner. Witness, however, gave a note to them to the effect that death was due to no foul play and the body was then removed from the Mortuary.

Evidence of the identification of the body as that of an interpreter employed by Messrs. Lee and Russ, was given by Fung Kit-ling of the same firm.

### A Desperate Jump.

Other interpreters of the firm of Messrs. Lee and Russ, who were members of the party in the car which fell into the harbour also gave evidence. Chan Shui-hung stated that on or about June 11, a party of diners who had been to the Kam Ling Hotel were proceeding towards the Star Ferry Wharf, where they intended boarding a motor boat and returning to Kowloon. They left the hotel in a motor car which had been hired near the restaurant. After passing the Macao Steamboat Wharf witness who noticed that the driver had increased the speed of the car to about 40 miles per hour informed the latter not to drive so fast, but the driver took no notice of the warning. The night was dark and the party arrived at the Western Market about 2 a.m. The car collided with a post, ran over the Praya wall and fell into the harbour. Before the car toppled over the wall witness jumped on to the road and was rendered unconscious. On regaining consciousness a few minutes later he went on to the wharf opposite the market to help the other passengers, who numbered four, excluding witness, a small boy and the driver. A police launch arrived on the scene very shortly after the accident and rescue work was commenced. The two deceased men were rescued by the police and taken to the Government Civil Hospital.

In reply to the foreman of the jury, witness said that the car was not covered in.

Mr. Rose: Do you mean to say that you jumped out, with the car going at such a fast rate?—Yes.

And you were not seriously hurt?—I was bruised.

Were you taken to Hospital?—No, I went with the deceased, Li. You walked there?—Yes.

With all due respects to you Mr. Chan, were you all jolly and did you tell the driver to put on the speed?—No, I told him to drive slowly several times, but he took no notice of my advice.

In answer to the Coroner witness said that the post which the car struck was a lamp standard.

Answering Sub-Inspector Alexander, witness said that he could not identify the driver if he should see him again. He did not see any trucks on the road at the time.

### Conflicting Evidence.

Another interpreter, Yau Lok-tin, said that on arrival at the Western Market the car collided with a number of trucks which had been drawn up along the Praya wall. The car swerved twice and then went into the harbour, turning over before striking the water. On striking the water witness lost consciousness for a few seconds and when he realised his predicament he found he was pinned under the car. He lifted the car and managed to crawl out. He was surprised at

## ARMS POSSESSION.

### PRISONER'S DOUBLE SENTENCE.

A Chinese named Lu Luk was charged at the Criminal Sessions yesterday before Mr. Justice Wood with being in unlawful possession of arms and ammunition on June 31. He pleaded not guilty.

Mr. Whyte-Smith who prosecuted for the Crown said at 5.30 a.m. on June 21 police went to 33 Water Street where accused rented a cubicle. Above the bed space was found a basket full of clothes and containing a hawk's license in accused's name. On the bed, hidden, was found a package containing 50 rounds of .33 ammunition. In a lavatory behind the cubicle was a revolver, but the ammunition did not fit it. Later the Police found another packet of ammunition containing ten rounds in the rafters.

Later prisoner was arrested in Yau-mai and when charged he said, "The revolver and ammunition all belong to Chan Yau-kwan, who has gone to Canton." At the Magistracy he made a similar statement saying a friend lent him the revolver and the ammunition saying he would be back in a few days.

The Crown case was borne out by evidence.

Prisoner made a statement in the dock, his defence being his statement to the Magistrate. His friend was in Canton he said and asked him to look after the things until he could take them to the country. His wife could bear out his statement. His wife was called and stated that she knew nothing about the goods.

Prisoner was found guilty and sentenced to three years imprisonment with hard labour, the sentence to run consecutively to a sentence already received. Yesterday was prisoner's third appearance at the Criminal Sessions. On one charge of robbery he was acquitted and on a charge of receiving stolen goods sentenced to three years imprisonment.

the light weight of the car. He then swam to a sampan and after the police arrived the others were rescued.

In reply to a question put by the Coroner witness said that the car was completely covered by the water, which was about 15 feet deep and could not be seen from the Praya. He heard nobody tell the driver not to drive fast, nor did he hear anyone tell the driver to speed.

The manager of the Tung Tin restaurant gave evidence of ownership of the car, which he said was bought with the specific intention of conveying customers of the restaurant to and from the hotel, during the hours of 12 noon to 7 p.m. daily. After that hour the car was to be garaged, but as it was not yet licensed it was never used in business except for trial trips. A driver was engaged pending the purchase of a license, but had fallen ill and a substitute was employed in his place. At the time of the accident the car should not have been outside the garage and the substitute driver had had nobody's permission to drive the car. He was doing business with the car without the consent of the owner.

### Police to Rescue!

Sergeant Michell, who was in charge of the Police launch, stated that while proceeding West he heard two distinct crashes. He ordered the launch to be steered to the Praya wall and saw a motor car lying on some steps in about three feet of water and a number of men off the steps in about six feet of water. The car was visible and was resting on the stone steps.

Answering the jury, Sergeant Michell said that after the men had been rescued from the water he did not apply any artificial respiration to either of the deceased, as Wong was able to speak and did not appear to require treatment, while the people wished Li to be taken to Hospital immediately. Fearing that if he were to die witness might be blamed he abided by their wishes without delay. The others had attempted to revive Li, but could not apply the method of artificial respiration correctly.

Sergeant Nicholl, who arrived on the scene about an hour afterwards, said that he was unable to find the driver, although he had made thorough enquiries from various sources. Witness did not notice any trucks on the road at the time and could find no marks on the road where the car toppled over the wall.

The case was adjourned till next Wednesday for medical evidence to be given in the case of Wong Wing-cheung, who died in hospital from injuries received in the fall.

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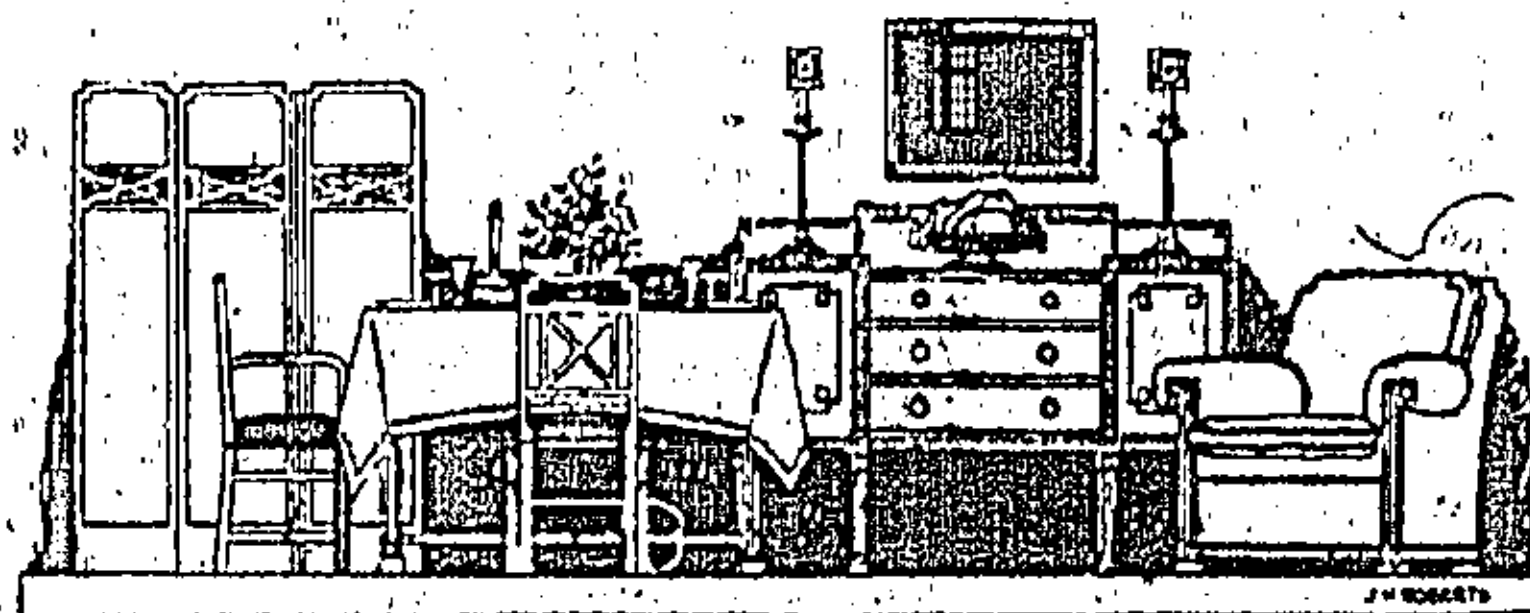
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# WOMEN'S INTERESTS

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These models show the most approved lines and fabrics of the season.

With summer fashions crystallized, it is consistent to take a peep into the future and ask—What next? Summer successes will be carried over into the Autumn, says a fashion authority, and short-lived fads and unpopular styles will be dropped. This means we shall have no diminution of chiffon and crepe frocks, printed or plain, and that high colours and unusual shadings and blendings will be featured.

"For the ensemble costume that was the rage this spring, the future is not so promising—at least not for the ensemble as we now conceive it with matching coat and dress. In the first place, women have tired of it. That, you know, finishes any mode. In the second place, it is not so practical as it promised to be. Usually the dress, or the coat, is highly satisfactory and the dress not so much so, making the combination bad."

Women will keep to the idea of harmony in dress, he says, and will buy no wrap without

considering the costumes that are to be worn with it, but there will be less actual matching of materials and trimmings.

"As to lines in general, I anticipate no radical changes for a few months," he said. "The waistline is on its way up, I believe. The cut of the new coats with the flare at the hemline seems to indicate that there may be more of a waistline in evidence in six months. The low waistline, however, is too comfortable and easy."

## MONOGRAM HANDBAGS.

Initials on bags become more huge as time goes on. The latest are so out of proportion that they look something like the metal letters merchants use to stencil their trade mark on cases. They are cut from silver or silver-plated metal and the letter itself usually takes on the most curious of shapes, on account of the necessity of fitting it into the corner of the bag.

Some of these letters are anything from two to three inches long and an inch to two inches wide. They are effective on black glaze bags or on morocco leather bags in vivid shades of red or green. Letters and monograms cut out in big ovals, some of them two by one inch, are set in the middle of a bag. For those who find these metal initials too showy there are the initials and monograms worked on in monogram size in coloured silks. Black corded silk and moire bags decorated with an initial worked on in a coloured silk to match the lining is one of the smartest effects in bags to be seen just now, and, also, the most discreet.

## DECORATIVE PINS AND BUCKLES.

For long enough decorative pins and buckles and ornaments of various kinds have been worn as a neat and simple trimming to our morning hats and hats for wear with tailor-made and travelling costumes. Now that Spring is demanding floral trimming for hats, such ornaments are being transferred to dresses.

They are so smart that it would seem women were loath to part with them, so that daggers, pins and buckles of imitation pearls, galalith and other compositions studded with paste brilliants are now being worn on the hips of simple morning frocks instead of simple morning hats.

A favourite model is in jet or raven blue galalith; it is round in shape and as a finish there are decorative sorts of clips carried out in brilliant placed opposite each other so that an elongated form is suggested to the circle of jet. This looks well caught on to the hip of a dress, just as it used to look well stuck in the front of a hat.

## MANY USES OF AMMONIA.

Ammonia has wonderful cleaning, purifying properties, and when washing up greasy dishes, a little added to the water will cause the grease to slip off magically. China and cooking utensils that have become stained, even though they have resisted all other efforts, can generally be cleaned by rubbing ammonia.

A grease stain on your carpet, or your clothes, can be removed by the application of strong liquid ammonia. The spot should be rubbed well, until the grease seems to have disappeared, then allow it to dry. If the mark is still there the process should be repeated.

The same treatment can be used to remove grease marks from oil paintings, but in this case the grease marks need very careful rubbing. If the pictures are at all valuable, it is better to place them in reliable hands.

Any troublesome paint marks, too, can be removed from glass, cloth, wood and almost any surface by rubbing them with a mixture of equal parts of ammonia and turpentine.

A few drops of ammonia added to the water when washing flannel and woollen garments will help to make them beautifully soft and keep them a good colour.

## OBSERVED IN PARIS.

Enormous pleated muslin and georgette jabots and wrist frills in colours, such as banana, cobalt or violine, are considered very "chic" worn with simple navy or black cloth tailor-mades.

White and cream serge suits, with crepe jumpers embroidered with gold or silver, are collared and cuffed with deep bands of tissue to match, to which a border of the material is often added.

Linen and satin are a very smart combination. Slim satin frocks are covered with mandarin coats of bright linen and bound with deep bands of black satin for preference. Jewelled studs are chosen as a further ornamentation, also embroidery copied from old East prints.

Braided cretonne fashions a quaint frock; the design is picked out either with a multi-coloured braid, or rows and rows of one colour are tightly sewn in circles or some geometrical pattern.

Tailored suits need not necessarily have a coat and skirt of similar material. Smart designs are double breasted, hip-length coats, with severe collars and tight sleeves, with or without cuffs; the coat is in plain material, with a skirt to tone. In some discreetly patterned cloth. Eton jackets, tailored of red or fine cloth, worn over slim frocks, are very chic, and ottoman silk coats over cloth skirts are distinctly effective.

## TEA ABOVE THE CLOUDS.

The fashionable ultra-modern hostess never resting in her quest for new schemes in entertainment, is now inviting a few specially-chosen guests to little tea-parties served high up in the air.

This is the latest from New York. The idea is to charter a large aeroplane with a luxurious saloon, ascend a few thousand feet, and then serve a dainty meal, which has the added zest of novelty.

American business magnates making up their minds not to be behind their women-folk when it comes to inventing fresh ways of doing things, are now said to be planning the serving of special dinners in the sky above New York, using as dining-rooms big new-type flying-boats, with alloted in pns, which have wonderfully equipped and electrically-lit saloons, accommodating as many as 20 people.

A perfectly-prepared meal with well-chosen wines, enjoyed by a select little party, originating in leisurely style about 2,000 feet high, with the panorama of illuminated New York below, should certainly provide a new thrill.



On the stage Blanche Yurka wears a shawl wound around her head in the fashion of the Norwegian peasant woman. She decided the same idea would make a chic new style, so she wound a shawl around her head and appeared at the Belmont race track the other day. And now style has started. It is called the Gina turban, after the character Miss Yurka plays on the stage.

## SEEN IN THE SHOPS.

Reversible evening bags made in pleated silk, in black and orange, mauve and mole, beige and pink, and other useful colour contrasts.

Hand-painted crepe de Chine scarves finished with shaded ostrich feather tassels.

Soft suede sports jumpers, in various colours, lined with silk bordered at the V-shaped neck and hips with fine wool knitted bands.

Knee-length bead chains in amber, jade, Oriental pearls, &c. Sometimes they are finished with very long floss silk tassels.

Tunic blouses of black linen embroidered with silk or wool in vivid colours.

## NOVEL WAYS WITH CRETONNE DESIGNS.

Amongst the prettiest new fashions that have lately sprung up, is one to have all one's toilet accessories painted to match the chintzes or cretonnes used for the bedroom curtains, hangings and upholstery.

Ebony backed brushes, and mirrors, pin trays and manicure sets are ornamented with hand-painted replicas of the bright coloured flowers or birds that appear in the cretonne designs.

## BEAUTY'S ENVOY.



Diplomatic relations with Mexico may be testy these days, but there is no international boundary to admiration for pretty girls. Mexico City is reported to have surrendered unconditionally to Catherine Crandall, former dancer in the Greenwich Village Follies, now appearing there.

## THIS WEEK'S RECIPE.

**GRAPE AND NUT SALAD.**  
1 pound of skinned grapes.  
1 1/4 pound of shelled pecans.

1 pound apples.

To the skinned grapes add diced apples and shelled pecans and serve with mayonnaise or cream dressing.

## GOLD SUEDE BELTS

It is remarkable to what an extent gold is being worn this season. At the theatre the other day, when the matinee first performance of a play that has since become the fashionable rage of Paris was being given, was seen a well-known actress wearing a plain crepe de Chine frock, the only trimming of which was a deep band of gold lame laid across the front, width at the hem, and deep bands edging the long collar, scarf that she wound round her neck and allowed to hang down in unusual lengths at the back.

There are now gold suede belts for wear with plain, dark coloured dresses and the latest novelties of all are the black glaze kid gloves that are finished with gauntlet cuffs of gold leather, either plain or perforated and showing a pique edge. A variation of this idea is the black glaze kid glove that is finished with wrist straps of gold leather.

## FANS AND BEADS.

The latest fans from Paris are quite small and exquisitely finished with sequins and minute embroidery and hand painting. All fans are popular. Ostrich feather affairs are still found, and a novelty is a fan made of small diamond tipped coque feathers with a looped fringe of uncured ostrich plumage on one side. Japanese-shaped fans are much sought after. They are made of hand-painted silk with straight handles encrusted with old Japanese jewels.

Several strings of small beads in odd colours will be worn this summer. Six strings at a time are the correct number, and with these wide bead-covered bracelets are also shown. If you still prefer your pearl necklaces, blister pearls are the very latest rage, but they must not be too large. Strings of pearls interspersed with flowers of rose quartz are another novelty.

## FOR SPORTS WEAR.



This two-piece costume is of very lightweight jersey cloth, in tan, embroidered with bright coloured wools. The skirt is pleated in front and plain in the back.

## PRETTIEST MISSOURI COED.



Miss Fritz Voss of Dubach, La., is the prettiest girl at the University of Missouri. She won a beauty contest there. The judge was none other than Cecil B. DeMille, movie director.



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KIDDERPORE	5,334	29th Aug.	M'los, C'asa Blanca, L'don, A'worp & Hamburg
JEYPORE	5,318	2nd Sep.	S'pore, P'ang, C'bo & B'bay
NARUNDA	16,227	5th Sep.	Marseilles & London
KHYBER	9,114	19th Sep.	Port Sudan, M'los, London & Antwerp
KARMALA	9,128	3rd Oct.	M'los, London & Antwerp
SOUDAN	6,696	15th Oct.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SIOLIA	6,813	29th Oct.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	31st Oct.	Marseilles, L'don & A'worp
MANTUA	10,902	14th Nov.	Marseilles & London
KALYAN	9,119	28th Nov.	M'los, London & Antwerp
KASHMIR	8,985	12th Dec.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	19th Dec.	Marseilles & London
KASHGAR	9,005	26th Dec.	M'los, London & Antwerp

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GLENSHANE	22nd Sept.	GLENIFFER	1st September
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CALCUTTA via Singapore, Penang &amp; Rangoon.

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NAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Thursday, 20th Aug.

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HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ESQUILINO" ... Sails about 31st Aug.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

**DODWELL & CO., LTD.**

Telephone Central 1030. Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Foochow Only

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haining ... [A. H. Stewart] ... MON., 17th inst. at 3 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" and "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

**HONGKONG, CANTON & MACAO STEAMERS.**

Departures from Hongkong daily at 8 a.m. and Macao at 3 p.m.

**MACAO EXCURSION** On Sunday the 16th August s.s. SUI AN will leave Hongkong at 9 a.m. from Company's Hongkong Wharf and leave Macao at 4 p.m.

COAST SHIPPING.

**THE BANK LINE, LTD.**

Agents for the following Services.

**NEW YORK, BOSTON & BALTIMORE**

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "MERTON HALL" via Suez Canal 19th August.

S.S. "MALVERNIAN" 19th September.

**BOSTON, NEW YORK & NEW ORLEANS**

AMERICAN &amp; ORIENTAL LINE

Loading for Manila, Boston, New York.

M.V. "ELMBANK" via Suez Canal 1st September.

AMERICAN &amp; ORIENTAL LINE

**UNITED KINGDOM & CONTINENT**

"ELLERMAN" LINE

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF MADRID" 9th August.

For Marseilles, London, Dunkirk &amp; Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES &amp; LONDON.

**MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE**

S.S. "SURAT" sails Hongkong Middle August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay &amp; Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, &amp; Madagascar.

**AUSTRAL-EAST-INDIES LINE.**

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:-

**THE BANK LINE LTD.**

Telephone C. 4791.

**AUSTRALIAN-ORIENTAL LINE, LTD.**

Consignees of Cargo from New Zealand and Australian Ports are informed that all general cargo for Hongkong by s.s. "CHANGSHA" has been discharged at Manila, and transhipped there at the risk of the owners of the goods to "PRESIDENT WILSON" due Hongkong 14th August, 1925.

For Freight &amp; Passage Apply:-

BUTTERFIELD &amp; SWIRE,

Agents.

Australian-Oriental Line Ltd.

**OREGON ORIENTAL LINE**

Operated for

UNITED STATES SHIPPING BOARD

by COLUMBIA PACIFIC SHIPPING COMPANY

FOR PORTLAND

via Manila, Hoilo &amp; Cebu.

U. S. S. B. West Kader Aug. 14th.

For Manila, Hoilo, Cebu.

U. S. S. B. West Jena Aug. 19th.

For Portland via Japan Ports.

U. S. S. B. West Jena Sept. 6th.

All sailings subject to change without notice.

Through Bills of Lading issued to all rail overland Points in the U. S. A. also to New Orleans, Savannah, Charleston, Baltimore, Philadelphia, New York, Boston, and with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Canton Agents,

John Manners &amp; Co., Ltd.

Room 26 Bank of Canton Building.

6 Des Voeux Road Central.

Telephone Central 4871.

**M MESSAGERIES MARITIMES M**

Mail Steamers

Next Sailings

Pro. arr. at Hong

Pro. Sailing

from Hongkong

for M'los

AMBOISE 17th July 18th Aug. 15th Sept.

CHANTILLY 31st July 18th Sept. 29th Sept.

PORTHOUS 14th Aug. 15th Sept. 13th Oct.

PAUL LEOAT 28th Aug. 29th Sept. 27th Oct.

ANGKOR 11th Sept. 13th Oct. 10th Nov.

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(including Table Wine and free Doctor's attendance)

A. Class 1st Class £95.0.0 B. Class 1st Class £85.0.0

Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 20th Aug.

For full particulars apply to: Messageries Maritimes Co.

Telephone Central 74

2 Queen's Buildings.

CONSIGNEE NOTICES.

**AMERICAN PIONEER LINE.**

Cargo ex the s.s. "Eclipse" having arrived from New York via ports on August 12, 1925, on the s.s. "President Jackson". Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m., on August 17, 1925, by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after August 18, 1925, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

**AMERICAN PIONEER LINE,**

Agents,

**ADMIRAL ORIENTAL LINE,**

4, Des Voeux Road,

Hongkong, August 13, 1925.

**OREGON ORIENTAL LINE.**

From PORTLAND, U.S.A., VIA JAPAN PORTS AND SHANGHAI.

**THE Steamship****"WEST KADER"**

having arrived from above ports on August 13th, 1925, Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery of from the steamer by 7 a.m. on August 13th, 1925, will be landed into and stored in the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Company, Ltd., at Consignees' risk and expense, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson & Ash (Marine Surveyors) at the godowns on August 13th, 1925, at 10 a.m.

No claims will be admitted after the goods have left the steamer or godowns.

All claims against the steamer must be presented to the undersigned on or before August 22nd, 1925, or they will not be recognized.

No Fire Insurance whatever will be effected.

**COLUMBIA PACIFIC SHIPPING CO.**

Managing Operators,

U. S. Shipping Board E. F. C.

Hongkong, August 12th, 1925.

**THE PENINSULA & ORIENTAL STEAM NAVIGATION CO.**

Steamer for

STRAITS, COLOMBO,



## Entertainments.

QUEEN'S

TO-DAY ONLY  
at 2.30, 5.15, 7.15, 9.15

LAST PERFORMANCES  
of  
A GREAT PICTURE!

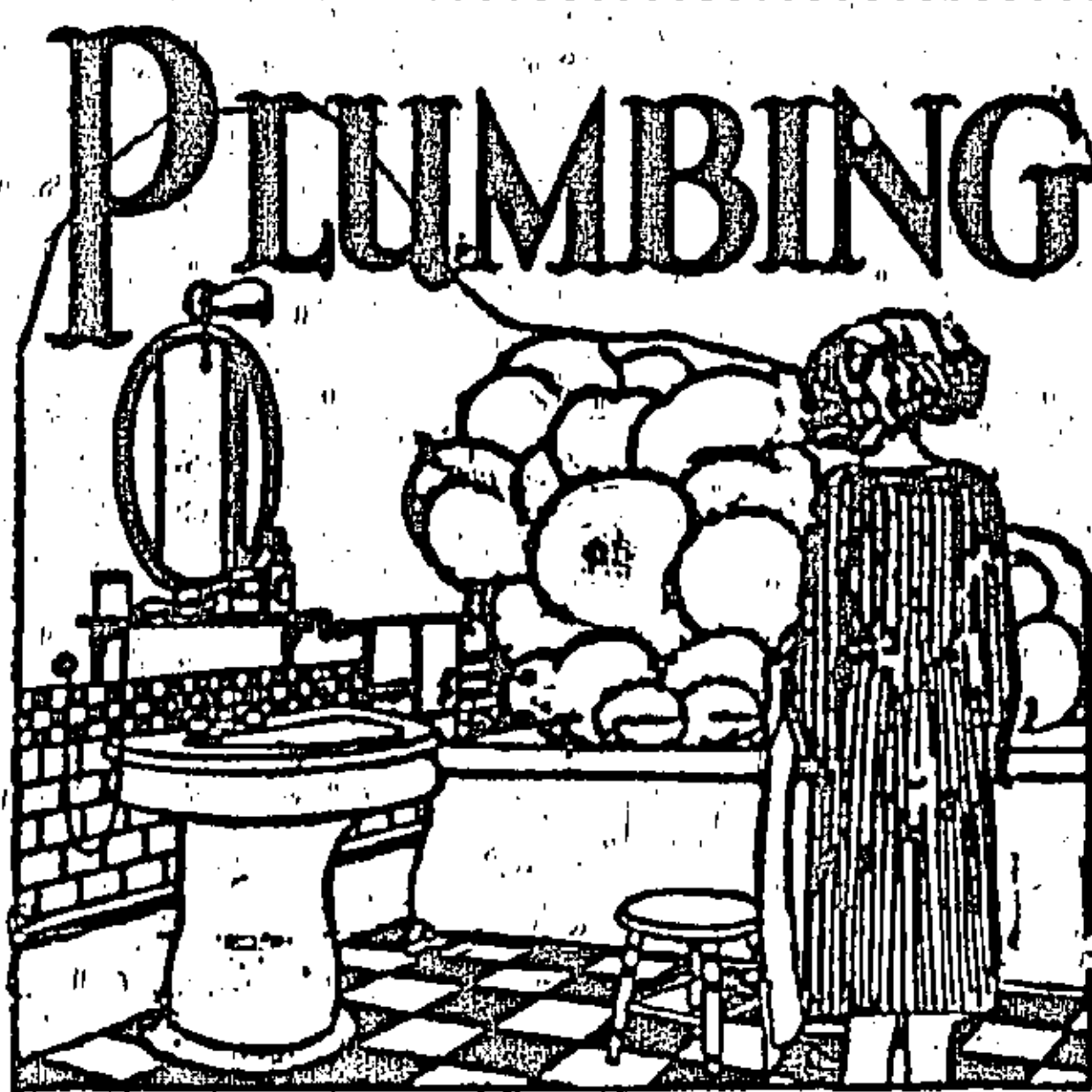
CECIL B. de MILLE  
presents  
THOMAS MEIGHAN  
in

"MANSLAUGHTER"

TO-DAY ONLY  
at 5.30 and 9.15

TOM MIX  
in  
A Western Comedy Riot  
SOFT BOILED  
and  
THE PIPER  
Sunshine Comedy

STAR



ON MODERN LINES BY—  
C. E. WARREN & CO., LTD.  
CHINA BUILDING, (Facing Queen's Theatre).

"SCHERING'S"

DIPHTHERIA ANTITOXINE  
500 fold

(in bulbs of 1500, 2000 & 4000 I. U.)

Sold by all leading Dispensaries.

Imported by:

SANDER, WIELER &amp; CO.,

Agents for Scherings.

(Powell's Building). Telephone C. 4411.

THE NAVY'S CHOICE

Coates'  
ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

Printed and Published for the Proprietor by FREDERICK  
PERCY FRANKLIN, at 11, Lee House Street, in the City of  
Victoria, Hongkong.

## WANTED.

Newspaper Compositors.

Apply—

MANAGER,  
Hongkong Telegraph.

## SITUATIONS VACANT

WANTED Junior Chinese  
Male Stenographer. Please  
Apply Post Box No. 113.

## PREMISES TO LET.

GODOWN TO LET, in Alex-  
andra Buildings. Apply  
Secretary, A. S. Watson & Co.,  
Limited.

TO LET.—One European flat,  
Wanchai Gap Road, Hong-  
kong. Apply to 32 Kennedy  
Road.

TO LET.—Spacious suite of  
Offices 2nd floor, Chartered  
Bank Building (left). Apply to:  
Linstead & Davis, Alexandra  
Buildings.

TO LET.—2 newly-constructed  
3-storeyed semi-detached  
houses with garages attached  
situated on Inland Lot 2365  
Stubbs Road marked by sign-  
board of Shun Shing Contractor  
just a little above Morrison Gap  
Road. Occupation about June  
1st. Apply Sang Kee, New Bank  
Building.

## FOR SALE.

FOR SALE.—One "Buick" 7  
Seater motor car, 1925 Model  
Practically new. Perfect con-  
dition. Price \$2,500. Owner leav-  
ing Colony. For demonstration  
apply Box No. 1365 c/o "Hong-  
kong Telegraph."

## LOST.

LOST.—Lady's Gold Wrist  
Watch (dated 1918) between  
Peak Hotel and Lane Crawford's.  
Will finder please return to  
Eustace c/o Lane, Crawford, Ltd.

LOST.—Black wire-haired  
terrier brown patch on back.  
White legs. License No. 4016.  
Finder please Telephone C1290.  
Last seen near Hongkong Hotel.

LOST.—Black pointer dog.  
White breast and white tip  
of tail. License No. 3672. Last  
seen vicinity of Yau-mati Police  
Station. Finder please Teleph.  
K318.

THE HONGKONG SMALL INVESTORS'  
SHARE & REAL ESTATES CO.

WE have investors interested  
in sound shares at favour-  
able rates. Offers invited by  
phone C.4630 or in writing to  
Small Investors, 10, Des Voeux  
Road.

## HONGKONG CRICKET CLUB

NOTICE IS HEREBY GIVEN  
that on FRIDAY, the 21st day of  
August, 1925, at 5.15 p.m. a draw-  
ing for the redemption of two  
hundred (200) Debentures will be  
held in the Pavilion.

The numbers of the Debentures  
drawn will be published in the  
Hongkong Government Gazette,  
and the local Newspapers, and  
holders of drawn Debentures may,  
upon giving notice to the  
Treasurers waiving the 6 months  
notice to which they are entitled,  
apply on the 28th August, 1925, to  
the Treasurers, Messrs. Percy Smith  
Seth & Fleming, for payment of the  
principal and interest to the 31st  
August, 1925.

By Order of the Committee,  
L. S. GREENHILL,  
Hon. Secretary.  
Hongkong, August 13, 1925.

## NOTICE.

A PUBLIC MEETING open to all  
will be held on Monday the 17th  
inst. in the Theatre Royal (City  
Hall), at 5.15 p.m. punctually when  
Mr. C. J. B. Hellstrom will give an  
address from personal experience on  
"Bolshevism" in Russia and Canton  
and its future menace to the  
Chinese and Civilization.

Mr. Hellstrom was on the staff  
of the Swedish Legation in Moscow  
from 1916 to 1918 and was in  
charge of British Interests there for  
three months during the revolution  
and can testify to its destructive  
and terrible effects.

The chair will be taken at 5.15  
sharp by—

MR. D. G. M. BERNARD.  
Supported by Unofficial  
Members of Council.  
Hongkong, August 13, 1925.

## NOTICE.

## JULY TELEPHONE DIRECTORY.

The English Section of the July  
edition of the Telephone Directory  
is now available at the following  
addresses, between 9 a.m.—5 p.m.,  
on week days:—

15/17 Queen's Road, Central.

Peak Store (By courtesy of Messrs.

Lane Crawford & Co., Ltd.)

1, Cameron Road, Kowloon.

Subscribers are requested to deliv-  
er up their old directories when  
applying for new copies.

The Chinese Section is now also  
available.

HONGKONG TELEPHONE  
COMPANY, LIMITED.

Hongkong, August 8, 1925.

## MASSAGE

MR. N. AKAJI,  
MR. E. AKAJI.  
Graduate of Tokyo Massage School  
No. 23, WYNDHAM STREET,  
HONGKONG. TEL.

LAMMERT'S  
AUCTIONS

## PUBLIC AUCTION

THE Undersigned have receiv-  
ed instructions to sell by  
Public Auction on  
Monday, the 17th Aug., 1925,  
at 11 a.m.

at their Sales Room, Duddell  
Street

(for account of the concerned)  
500 Bags No. 24 Java White  
Sugar

(at present stored in Messrs.  
Wing Fat Hong's Godowns,  
Nos. 50 and 51 Kennedy  
Town Praya)

Terms:—Cash on delivery.  
LAMMERT BROS.  
Auctioneers.

## PUBLIC AUCTION.

THE Undersigned have receiv-  
ed instructions to sell by  
Public Auction on  
Wed., the 19th Aug., 1925  
commencing at 11 a.m.

at their Sales Room, Duddell  
Street.

94 Belgian Iron Single Bedsteads  
with Spring Mattresses

48 Bags White Sugar

14 Bags Wax

4 Bags Mushrooms

4 Bags White Sheeting

also

2 Cases German Glass Ware

and

(for account of the concerned)

11 Pieces White Shirting—more  
or less damaged

Terms:—Cash on delivery.

LAMMERT BROS.,  
Auctioneers.

JOSEPH E. FEATHERSTON,  
DECEASED.

All persons having any claims  
against the estate of the above  
deceased, formerly of Kingsclere,  
Kowloon, are requested to send  
the same to the undersigned by  
not later than Wednesday next,  
the 19th instant.

Dated this 13th day of August,  
1925.

JOHNSON STOKES & MASTER

Princes Building.

## CHINA AUCTION ROOMS.

4 Duddell Street.

If you have anything you  
would like to sell, exchange  
or advertise, send it to the  
CHINA AUCTION ROOMS.  
Telephone:—Central 4453.

R. V. M. R. DE SOUSA,  
Auctioneer.

## MASSAGE HALL

23 WYNDHAM STREET

MRS. H. MORITA.

Tel. No. C.4395.

CHINA AUCTION  
ROOMS.

4, Duddell Street.

If you have anything you would  
like to sell, exchange or advertise  
send it to the CHINA AUCTION  
ROOM.

E. V. M. R. DE SOUSA,  
Auctioneer.

By Order of the Mortgagee.

## PUBLIC AUCTION

Valuable Leasehold Property.  
Situate at Victoria in the  
Colony of Hongkong  
and registered as

Sub-Section 5 of Section D of  
Inland Lot No. 61, Sub-Section 2  
of Section E of Inland Lot No. 61,  
Section C of Sub-Section 2 of  
Section D of Inland Lot No. 61 and  
Section A of Sub-section 1 of Sec-  
tion E of Inland Lot No. 61,  
Together with the Dwelling House  
No. 28, Spring Garden Lane  
thereon erected.

To be sold by Public Auction,

on MONDAY,

the 17th August, 1925, at 3 p.m.

In one lot

at the China Auction Rooms,

4, Duddell Street, Victoria,

Hongkong,

by:—

Mr. E. V. M. R. de SOUSA,

Auctioneer.

For further particulars and Con-  
ditions of Sale apply to

Messrs. WILKINSON & GRIST,

9, Queen's Road Central,

Solicitors for the Mortgagee

or to

Mr. E. V. M. R. de SOUSA,

Auctioneer.

Hongkong, August 10, 1925.

THE AUCTIONEERING AND  
BROKERING CO., LTD.

8b Duddell Street.

THE undersigned have received  
instructions from the Regis-  
trar of the Supreme Court to sell  
by Public Auction in one lot the  
Goods and effects of Young Pak  
Lan of Mercury Garage at No. 2  
to 14 Gordon Road on

MONDAY,

The 17th August 1925 at 12 a.m.

at their Auction Rooms.

Consisting of—2 Davis Motor

cars 7 seater, 2 King Motor cars

5 seater, 1 Edgar Motor car 5

seater, 1 Hupmobile Motor car 5

seater, 1 Studebaker 7 seater, 1

Overland 4 seater, 2 Davis 7

seater, 1 Thomas 7 seater, 1 Cleve-

land 5 seater, 1 Douglas Motor

cycle, 1 Truck, 2 Lathes with all

gadgets, 1 Drilling machine, 2

Sewing machines, 1 Measuring

table, Extension 2 sets, 1 case

Inner tubes with saws etc., 1 case

Hammers etc., 6 cases Sundries,

1 Large Safe, and 1 lot Effects.

On View at the premises 2 to

14 Gordon Road at anytime be-

tween 9 a.m. and 5 p.m. on Friday

Saturday and Sunday.

Terms:—Cash on delivery.

L. E. S. HODGE,

Auctioneer.

Hongkong, 13th Aug., 1925.

## CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

67, Queen's Road, Central.

## NOTICE.

Mr. F. M. Weller having left the  
Colony, all business communica-  
tions relating to the Sun Life  
Insurance Co. of Canada should be  
addressed to the undersigned, who  
will be in charge of the South China  
Division and the Hongkong Office  
until further notice.

B. W. TAPE,

Resident Secretary.

Hongkong, July 24, 1925.

FOR QUALITY CLEANING  
AT THE LOWEST PRICES  
SEND TO US.



THE INTERNATIONAL DRY  
CLEANING & DYEING CO.  
19, Wyndham Street.



## BACK—PAINS

Are Most Often Due To Nervous  
Debility.

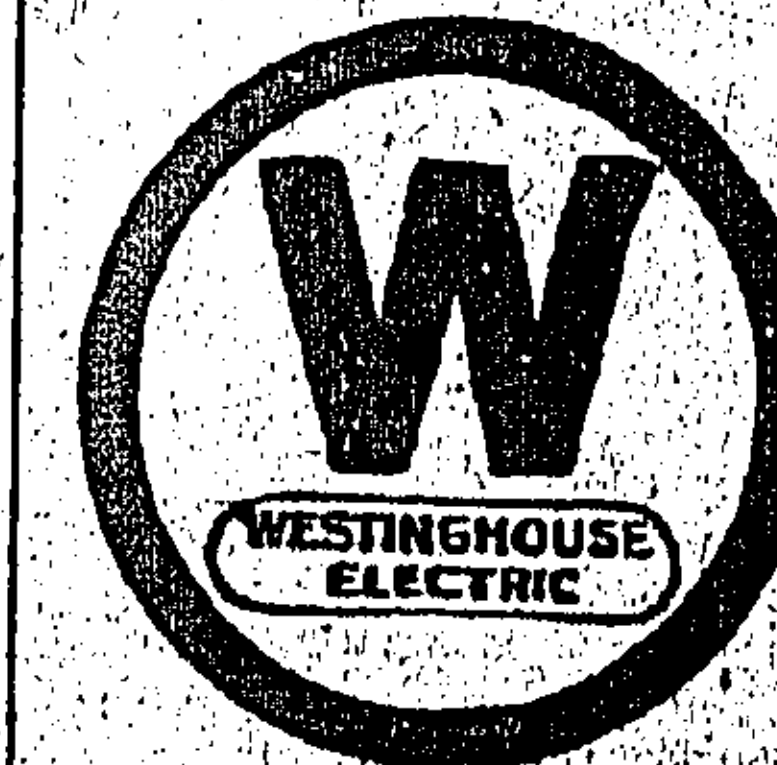
Build Up Your Nerves and Cure  
Your Aching Back With The Aid  
of the World-Famous Blood and  
Nerve Tonic

DR. WILLIAMS' PINK PILLS.

Sufferers from aching backs  
almost invariably have other  
troubles as well. They are irri-  
table and nervous, their digestion  
is weak, they feel tired and  
drowsy during the day yet sleep  
badly at night. Depression, fear  
of the future, dislike for society  
and a general sense of mental  
and physical debility are all  
symptoms associated with their  
condition.

Unless proper restorative mea-  
sures are taken in time nervous  
debility may easily go from bad  
to worse until the sufferer de-  
velops into a confirmed neuras-  
thenic or becomes partially or  
wholly paralysed. As a proved  
remedy for nervous troubles in  
all their forms Dr. Williams' Pink  
Pills have a world-wide record  
extending over five-and-thirty  
years. Acting through the blood,  
which they purify, enrich and in-  
crease, these Pills rapidly build  
up the whole nervous system.  
Sufferers are astonished how  
quickly good results are ex-  
perienced from their use. Their  
first effect is usually seen in an  
improved appetite. Then the  
patient begins to sleep well and  
awakes in the morning feeling  
refreshed and ready for the day's  
work. Digestive troubles cease  
and the spirits rise, backaches  
disappear and ambition returns,  
with a revived desire for society  
and enjoyments. Soon all the  
former depression vanishes and  
there is a sense of completely  
restored vigorous health.

Dr. Williams' Pink Pills for  
Pale People are equally good for  
women as for men, and are a  
proved remedy for women's  
special ailments. Chemists every-  
where sell them, or post free,  
\$1.50 per bottle, \$3 for 6 bottles,  
from the Dr. Williams' Medicine  
Co., 60, Kingston Road, Shanghai.



Holyoak Massey, & Co., Ltd.

Distributors.

Queen's Bldg.

Tel. C.673.

## SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 707 FEET

LENGTH ON BLOCKS 700 FEET

DEPTH ON CENTRE OF

SKILL (H.W.O.S.T.) 24 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 2000 TONS DISPLACEMENT

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCKYARD" HONGKONG.

TELEPHONE NO. 222

Cable Address: "T.D." HONGKONG.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.